

Royal Naval Uniforms
BERNARDS' OFFICERS' SHOPS
 40 COMMERCIAL ROAD, PORTSMOUTH
 Telephone 26116
 30 ROYAL PARADE, PLYMOUTH
 Telephone 66543
 Promotion orders a speciality,
 write for special details, etc., and
 be assured of personal attention
 to your requirements.

Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

Worth looking into
**READY-TO-WEAR
 UNIFORMS**

Save time and money
 Complete size range for all figures:
 Superfines ... £17.19.6
 Terylene ... £20.10.0

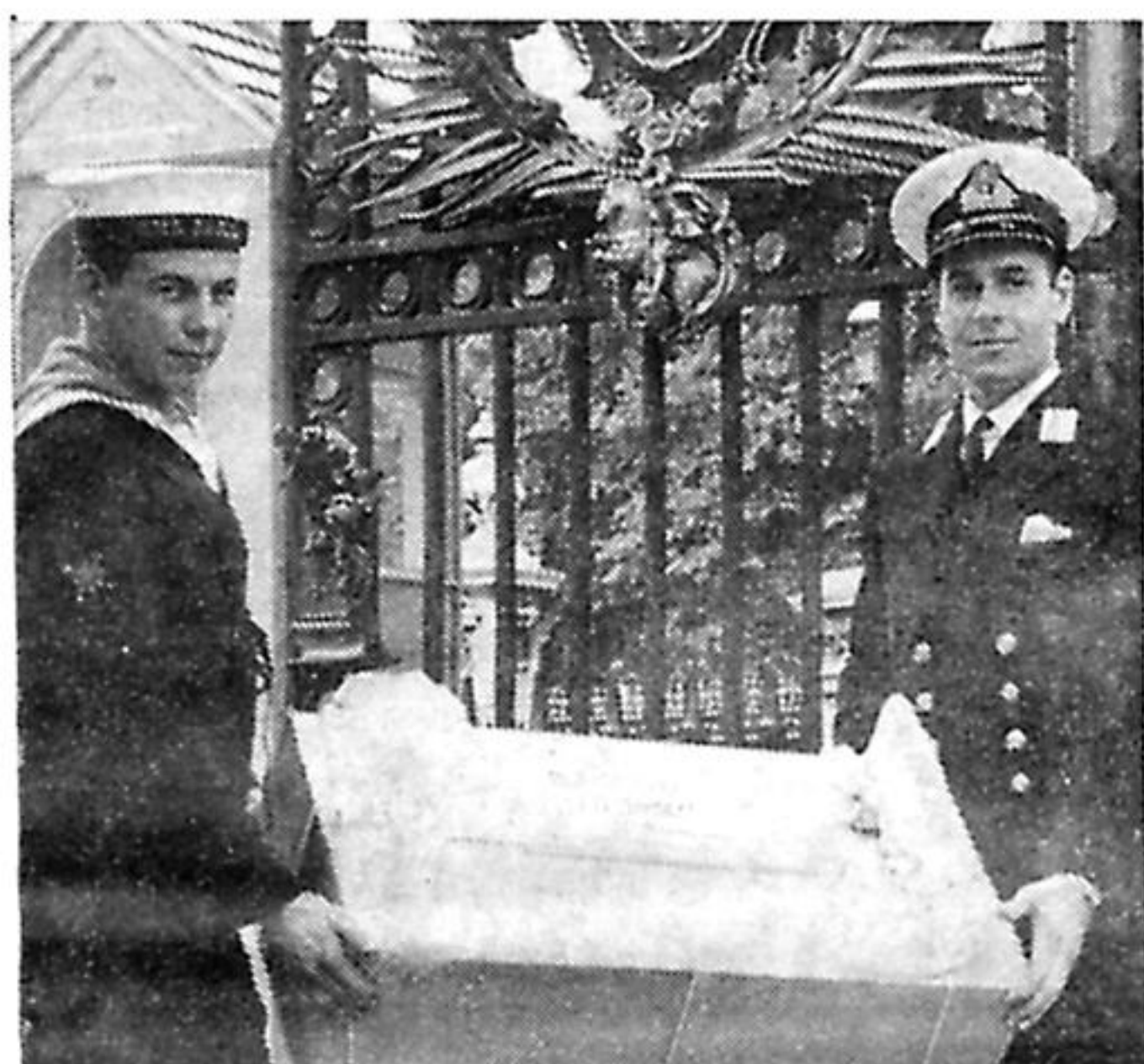
It's Best to look to BERNARDS

No. 169, 15th YEAR, JULY, 1968

Published first Thursday of the month

Price One Shilling

CARRIER CHANGE-OVER EAST OF SUEZ EAGLE HOME— HERMES TO GO



AB John Lowe, of Plumstead and Mid. Andrew Leask, of Lewisham, both of H.M.S. Eagle, arriving at The Palace with a gift of proteas—the natural flower of South Africa—for the Queen, from the Mayor, Mayoress and people of Capetown. The gift had been brought home in the carrier

For the first time for many years the Royal Navy is not represented East of Suez by an aircraft carrier.

H.M.S. Ark Royal is still undergoing a refit at Plymouth to fit her to operate the Phantom aircraft, Eagle returned to Plymouth on June 18, and Hermes does not sail from Portsmouth for the Far East until July 9

The commando ship H.M.S. Albion is still in the area and so is the assault ship H.M.S. Intrepid.

Hermes completed a work-up period in the Moray Firth recently, and is now in Portsmouth giving leave prior to her Far East trip.

JAPAN TRIP?

Those on board Hermes are hoping that the carrier will visit ports in South Africa and Australia as well as Singapore and Hong Kong. One member of the ship's company was heard to say: "A visit to Japan would also be appreciated."

Hermes is expected to return to the United Kingdom during the first half of 1969.

When H.M.S. Eagle arrived

at Plymouth after ten months in the Middle East and Far East, she was greeted by a large number of relatives and friends.

It was a good job that H.M.S. Eagle carried a large stock of "Banns of Marriage Certificates," for about 40 of the ship's company are to get married during leave following the ship's return.

During the time away Eagle has dealt with hundreds—perhaps thousands—of visitors, but one uninvited guest made a crash-landing on the flight deck after the ship had left Capetown on the way home.

A booby-bird, a member of the gannet family, made three attempts to land, only achieving a touch-down by hooking its beak on to the tailplane of a Sea Vixen aircraft parked on the flight deck.

Weather or not



With carriers nowadays a crystal ball is a most useful piece of equipment, and especially so to PO R. Fairburn, PO of flight deck, when Scotch mist interfered with flying during the H.M.S. Hermes work-up in the Moray Firth.

Separation allowance is raised

In addition to the 3s. a day increase in out-of-quarters marriage allowance already announced, details of the new pay scales show a rise in separation allowance of a shilling a day, or two shillings—depending on length of absence.

Submarine pay rate goes up by 2s. a day, and surveyors and divers also get a similar rise.

Eligibility for responsibility allowance at 2s. a day is ex-

tended to gunnery instructors drafted to frigates in lieu of sub-lieutenants (SD) (g) as 4.5-in. gun controllers.

In general, the new pay scales for officers and ratings follow the general pattern of a seven per cent. rise, but the "middle group" of Wren officers—second officers and junior officers—have been given more generous treatment to bring them into line with the women's branches of the Army and R.A.F. They get a rise of about 10s. a day, plus some incremental improvements.

An additional increment has also been introduced for lieutenants, who will now get a rise at the end of one year, instead of waiting for the succeeding two-yearly rises.

For ratings, the rise is between 2s. and 3s. 9d. a day, bringing a petty officer, for instance to 51s. 9d. a day (highest qualification).

Artificers, mechanics, and medical technicians, besides getting more in basic pay, also benefit by an addition to trade pay of 3d. or 6d. (depending on qualifications).

Increases in the rates for apprentices range from 9d. a day to 1s. 6d., a fourth-year artificer apprentice now receiving a basic daily pay of 23s. 6d.

POLARIS ON PATROL

Britain's nuclear - deterrent contribution to the defence of the West is now in operation with the first patrol of H.M.S. Resolution.

The actual departure of Polaris submarines on their two-month cruises is not announced, but it had already been stated that the first cruise would be in June.

Resolution is the first of the Royal Navy's Polaris submarines. Two more will be in commission by the middle of next year.

1,000 over Valiant

During the eight-day visit to Portsmouth of Britain's second nuclear submarine, H.M.S. Valiant, almost 1,000 people were shown round the ship.

Visitors included 81 members of the Imperial Defence College, Lord Boothby and a party of peers and Members of Parliament, juniors from H.M.S. St. Vincent and H.M.S. Ganges,

courses from H.M.S. Sultan, H.M.S. Dolphin, H.M.S. Vernon, the Special Duties Officers' School, and H.M.S. Mercury, as well as cricketers and actresses.

The cricketers were members of the Lancashire and Hampshire teams, and the actresses were from the cast of Chichester Festival Theatre.

Valiant left Portsmouth on June 26 for a week's visit to Hamburg.

BRITISH WARSHIP NAMES

By Captain T. D. Manning and Commander C. F. Walker. 8vo. 498 pp.

This invaluable work of reference begins with a history of ship-naming from earliest times to the present day. Then follows a comprehensive dictionary of ships' names which includes the name of every warship of importance which has served in the Navy. Not only is the derivation of the names given, but also the dates and brief details, including war services of the ships which have borne them. Illustrated by decorations showing stern carvings of British Sailing Warships.

Mint in dust jacket, first published at 42/-.

Now offered at 15/- plus 1/6d. postage

Catalogue of scarce, out of print, and second-hand nautical books sent on request.

W. R. Blackmore
 Conway Chambers
 LONDON S.E.22

Nautical Bookseller
 130 Lordship Lane
 Tel: 01 693 1536

LIVELY LADY AT END OF LONG TRIP

Millions of people heaved a heartfelt sigh of relief when they heard the news that Mr. Alec Rose, the round-the-world yachtsman, in his ketch, "Lively Lady," had been sighted.

Two minesweepers H.M. Ships Laleston and Letterston escorted Mr. Rose up the Channel to Portsmouth on the last leg of his 29,500-mile journey, to receive a tumultuous welcome.

At the rendezvous off the Isles of Scilly, the minesweepers handed Mr. Rose some fruit, some cans of beer and a bottle of champagne.

Mr. Rose told those in the 'sweepers: "I am in good heart and feeling very fit. I have no problems and the boat has no defects."

WHEN 'SLEEP IS LOVELY'



Royal Marines from 43 Commando have been helping in a new Paramount picture called "Sleep is Lovely." Filming on the Essex marshes the Royals found time to relax with charming French actress Olga Georges-Picot

Last month Drafty discussed in general terms the introduction of the new Sea/Shore pattern of drafting. Now he explains how the change-over will be done. Sea/Shore drafting comes into force on October 1, 1968, and all drafts effective from that date will be under the new rules.

Avoiding that green rub

The present overseas rosters must be rearranged and re-named Sea Service rosters. For the benefit of new readers let me explain that a separate roster is kept for each type of rating (some 170 in all) and the roster can be likened to a line of men waiting their next stint at sea, queuing in order of the pencilled roster date on each card.

This date depends on the length and type of Sea Service last completed. It is not the date on which a man is next due for sea, but simply a device for putting the cards into a defensible order.

In forming the new rosters we will have to look at the draft-

Lists of Ships for which C.N.D. will be issuing Draft Orders during August 1968

MAIN PARTIES	TO JOIN
ESKIMO (G.S.C.)	February, 1969
CAPRICE (G.S.C.)	February, 1969
HERMIONE (G.S.C.)	February, 1969
BLAKE (G.S.C.)	February, 1969

MAIN PARTIES (TRIALS)	TO JOIN
LONDONDERRY (G.S.C.)	February, 1969
KELLINGTON (H.S.S.)	February, 1969

Two Portsmouth-built ships figure this month in the latest commissioning forecast issued by the Ministry of Defence (Navy).

On July 4 the general-purpose frigate, H.M.S. Nubian, built at Portsmouth between September, 1959, and October, 1962, recommissions for service in Home Waters and East of Suez (Middle East).

H.M.S. Andromeda, a Leander class frigate, laid down at Portsmouth in May, 1966, and launched in May, 1967, takes on her trials crew on July 24. She is due to commission for service in Home Waters and East of Suez (Far East) on November 11.

JULY
HERMIONE FLIGHT, July 1 at Portland, General Service Commission, Wasp U.K. Base Port, Portsmouth.
NUBIAN (G.P. Frigate), July 4 at Portsmouth, General Service Commission, Home/East of Suez (ME) (Phased), (Captain's Command.) U.K. Base Port, Portsmouth (B).
ROTHESAY (A/S Frigate), July 4 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
EXMOUTH (A/S Frigate), July 18 at Chatham, Home Sea Service for special trials, U.K. Base Port, Chatham.
ANDROMEDA (G.P. Frigate), July 24 at Portsmouth for trials, Port Service, Commissions November 11.

AUGUST
BRINTON (M/H), August 1 at Devonport for trials, Commissions September 26 (E).

ing card of each man who will be on Shore Service on October 1, 1968, and adjust his roster date to meet the new rules.

All men who are on Port Service and Local Foreign Service Ashore (Accompanied), and who have not done any Home Sea Service since their last spell of service overseas will retain their present roster date.

New roster date

Men who have done a period of Home Sea Service of three months or more will have a new roster date, which will be the date they left Home Sea Service adjusted by post-dating by half a month per month for the time served on Home Sea Service.

Under the old rules these men would merely have had this adjustment added to an old roster date, but under the new rules they receive a new one (the date they leave Home Sea Service) with the same adjustment added.

So there will be some shuffling

of places on the new Sea roster. Under the old rules you were due for Overseas Service (G.S.C., F.S.C., L.F.S.) when you reached the top of the overseas roster, but now when you reach the top of the Sea Service roster you can be drafted to H.S.S., F.S.C., G.S.C., or L.F.S.

If you are sent to L.F.S. (Ashore) and are joined by your family or get married locally you will have your service reclassified from Sea Service to Shore Service, and will be eligible for Sea Service on completion of your commission.

Like the others

Home Sea Service under the old rules counted as part of the period of U.K.-based service, and Drafty had to be careful not to leave a man in H.S.S. too long because he knew that the longer he left him there the shorter would be his period of Port Service afterwards before he became due for Overseas Service.

GREEN RUBS SECTION.
REMEMBER: WE PAY YOUR MONEY
SO WE MAKE THE CHOICE
C.N.D.



Now that under the new rules H.S.S. will rank with other forms of Sea Service, there will be no point in limiting it to 15 months or so.

Indeed, if we were to do so each man would earn only a brief period on shore before again coming to the top of the queue for sea. A normal draft to H.S.S. will therefore be up to 30 months, as it is now for a G.S.C.

In any change of rules someone is going to be unlucky and feel he's had a green rub. Some arrangements have therefore been made to protect men who may be put at a disadvantage during the changeover period.

There will, for example, be some men in Home Sea Service

who have not served in Port Service since their last Overseas Service at sea.

To make them serve the new long commission in Home Sea Service would be unfair. These men, unless they volunteer to serve longer, will serve in Home Sea Service only for about the time they would have served under the old rules.

Other men already in H.S.S. on October 1 will not necessarily serve for the full 30 months unless they volunteer to do so.

Men who are on Local Foreign Service Ashore (Accompanied) on October 1 will on

DRAFTY'S CORNER

return to the U.K. be eligible for Sea Service when they reach the top of the Sea Service roster. (Some may reach the top before they get home and be marking time.)

In fairness to the men who went to an accompanied draft under the old rules they will be liable only for draft to H.S.S. on completion of their leave (as they were under the old rules) unless they volunteer for some other form of Sea Service.

But any man taking a married accompanied shore draft after October 1 accepts the liability to be sent to any form of Sea Service on his return.

Fine adjustment

There is yet another group of men who, although shore based, get roster adjustment similar to H.S.S. (old rules).

They include among others the U.K. Communications Exercise Pool, certain instructors in new entry training establishments, certain other nominated ratings in Port Service who may be required to serve overseas on detached duties, and Flag Officer Sea Training's "sea-riders."

Under the new rules these men will continue to get a roster adjustment to an old date as now, which will be half a month for each month served, but will not earn a brand new date.

They will thus get a drafting advantage over others on less arduous kinds of Port Service, but they will not get the drafting compensation earned by men in ships.

COMMISSIONING FORECAST

This is the latest commissioning information available, and details which have appeared in previous issues of "Navy News" must be disregarded.

BRIGHTON (A/S Frigate), August 5 at Chatham for Special Refit (DY Control), Port Service.

FALMOUTH (A/S Frigate), August 5 at Portsmouth for Special Refit (DY Control), Port Service.

GAVINTON (M/H), August 15 at Chatham for trials, Commissions October 10 (E).

PHOEBE (G.P. Frigate), August 22 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, (Captain's Command.) U.K. Base Port, Chatham.

WISTON (C.M.S.), August 30 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

BERRY HEAD (Maintenance ship), August at Portsmouth (for trials), Port Service, U.K. Base Port not yet decided.

SEPTEMBER
BILDESTON (M/H), September 5 at Rosyth for trials, Port Service, Commissions October 31.

PUNCHESTON (C.M.S.), September 11 at Gibraltar Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

WOOLASTON (C.M.S.), September 18 at Gibraltar Crew ex-Puncheon for passage only. Turn over to London Division R.N.R. on arrival in U.K.

BRINTON (M/H), September 26 at Devonport, Home Sea Service/Foreign Service (Middle East) from date of sailing, Middle East, 9th M.C.M. Squadron, (E).

YARMOUTH (A/S Frigate), September 30 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

OCTOBER
BRERETON (M/H), October 8 at Portsmouth for trials, Port Service, Commissions December 17, (E).

GAVINTON (M/H), October 10 at Chatham, Home Sea Service/Foreign Service, U.K. Base Port, Portsmouth.

Service (Middle East) from date of sailing, 9th M.C.M. Squadron, (E).

PHOEBE FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

PLYMOUTH FLIGHT, October 14 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

DEVONSHIRE (G.M. Destroyer), October 14 at Portsmouth, LRP complement, Port Service.

BURNASTON (C.M.S.), October 21 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

BEACHAMPTON (C.M.S.), October 21 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

YARNTON (C.M.S.), October 21 at Singapore, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

MINERVA (G.P. Frigate), October 24 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.

BILDESTON (M/H), October 31 at Rosyth, Home Sea Service, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

NOVEMBER
CHAWTON (C.M.S.), November 1 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commissions January 3, 1969.

ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, (Captain's Command.) U.K. Base Port, Portsmouth.

JUPITER FLIGHT, November 11 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

ALBION (Cdo Ship), November 20 at Singapore, Foreign Service, East of Suez (FE), U.K. Base Port, Portsmouth, (A).

WHITBY (A/S Frigate), November 26 at Portsmouth, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.

PLYMOUTH (A/S Frigate), November 21 at Chatham for trials, Port Service, Commissions January 23, 1969.

HERMIONE (G.P. Frigate), November at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

BERRY HEAD (Maintenance Ship), November 5, at Portsmouth, Local Foreign Service

DECEMBER
MINERVA FLIGHT, December 9 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

INTREPID (Assault Ship), December 10 at Singapore, Foreign Service, East of Suez (FE), U.K. Base Port, Devonport, (A).

CHICHESTER (A/D Frigate), December 12 at Chatham, General Service Commission (Phased), Home/East of

Suez (FE)/Home, U.K. Base Port, Chatham.

EURYALUS (G.P. Frigate), December 16 at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command.) U.K. Base Port, Devonport.

BRERETON (M/H), December 17 at Portsmouth, Home Sea Service/Foreign Service (Middle East) from date of sailing, 9th M.C.M. Squadron, (E).

S.A.R. FLIGHT HERMES, Late 1968 at Culdrose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

ANDROMEDA FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

JANUARY 1969
KEDLESTON (M/H), January 3 at Devonport, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

SIRIUS (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

FIFE (G.M. Destroyer), January 14th at Chatham, General Service Commission, Home/East of Suez (FE)/Home, (Phased.) U.K. Base Port, Chatham.

PLYMOUTH (A/S Frigate), January 23 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

EAGLE (Carrier), January/February at Devonport, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials, Port Service, Commissions March 27.

FEBRUARY
ESKIMO (G.P. Frigate), February 6 at Portsmouth, General Service Commission, (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

CAPRICE (Destroyer), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command.) U.K. Base Port, Portsmouth.

GALATEA (G.P. Frigate), February at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command.) U.K. Base Port, Portsmouth.

JUPITER (G.P. Frigate), Mid-February at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials, Port Service, Commissions May 1.

KELLINGTON (M/H), Mid-February at Chatham for trials, Port Service, Commissions mid-April.

MARCH
HARDY (A/S Frigate), March 14 at Gibraltar for trials, Home Sea Service.

ASHANTI (G.P. Frigate), March 27 at Portsmouth, General Service Commission, Home/East of Suez (ME)/

Home, U.K. Base Port, Devonport (Captain's Command.)

CAVALIER (Destroyer), March 27 at Devonport, General Service Commission, General Service Commission, Wasp, U.K. Base Port, Devonport.

ESKIMO FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

ASHANTI FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

APRIL
GRENVILLE (A/S Frigate), April 24 at Portsmouth, Home Sea Service, U.K. Base Port, Portsmouth, (E).

GLAMORGAN (G.M. Destroyer), April 21 at Devonport, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.

TARTAR (G.P. Frigate), April at Gibraltar, L.R.P. complement.

892 SQUADRON, ARK ROYAL, April at Yeovilton, General Service Commission, Phantom, U.K. Base Port, Portsmouth.

KELLINGTON (M/H), Mid-April at Chatham, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

MAY
LONDONDERRY (A/S Frigate), May 1 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

ANTRIM FLIGHT, May 1 at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

HARDY (A/S Frigate), May 9 at Gibraltar, Home Sea Service, Portland Squadron, U.K. Base Port, Chatham.

JUNE
HAMPSHIRE (G.M. Destroyer), June at Chatham LRP complement, Port Service.

BACCHANTE (G.P. Frigate), June at Newcastle (tentative), General Service Commission, Home/West Indies, (Captain's Command.) U.K. Base Port, Portsmouth.

VIDAL (Survey Ship), June, LRP complement at Chatham, Port Service.

ENDURANCE (Ice Patrol Ship), End June at Portsmouth, 50 per cent. of ship's company General Service Commission, (Home/South Atlantic/South America.)

SALISBURY (A/D Frigate), June (tentative date) at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

JULY
CHARYBDIS (G.P. Frigate), July at Belfast (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

BACCHANTE FLIGHT, July at Portsmouth, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

PUMA (G.P. Frigate), July at Devonport, General Service Commission, Home/East of Suez (FE)/Home, (Phased), U.K. Base Port, Devonport.

AUGUST
ANTRIM (G.M. Destroyer), Mid-August at Glasgow (tentative), General Service Commission, Home/East of Suez/Home, U.K. Base Port, Portsmouth.

SCYLLA (G.P. Frigate), August (tentative date) at Devonport for trials, Port Service, Commissions January, 1970 (tentative date)

WISTON (CMS), August at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

RHYL (A/S Frigate), August at Rosyth, Special refit DY control, Port Service

SEPTEMBER
NORFOLK (G.M. Destroyer), September at Wallsend (tentative), General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

LONDONDERRY FLIGHT, September at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

PUNCHESTON (CMS), September at Bahrain, 9th M.C.M. Squadron, Foreign Service, Middle East, (E).

OCTOBER
BEACHAMPTON (CMS), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

YARNTON (CMS), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

CHARYBDIS FLIGHT, October at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

LOWESTOFT (A/S Frigate), October 30 at Chatham for trials, Port Service, Commissions December 4.

NOVEMBER
NAIAD (G.P. Frigate), November at Portsmouth, General Service Commission, (Phased), Home/East of Suez (ME), Home, U.K. Base Port, Portsmouth.

AURORA (G.P. Frigate), November at Chatham, General Service Commission, (Phased), Home/East of Suez (FE), Home, U.K. Base Port, Chatham.

NORFOLK FLIGHT, November at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.

HYDRA FLIGHT, November at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

NOTES.—It is emphasized that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (B), Cooks (S), other than P.O. Cook (S), all Cooks (O) and all Stewards (C)—Cooks (O) and Stewards only; (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards (E)—Leading Cooks (S) and Stewards only; (F)—Cook (S) and Steward only

At your service . . .



REMOVALS and WAREHOUSING
PACKING AND SHIPMENT

13 Clarendon Road, Southsea

Telephone 21515

LONDON 13 Bramley Road, North Kensington

PARK 4202

PLYMOUTH 13 Waterloo Street, Stonehouse

65159

CHATHAM 351 High Street, Rochester Medway 43134

First 'Derry had short, hectic life

At present undergoing a long refit in Rosyth dockyard, and due to recommission in mid-1969, the Rothesay class anti-submarine frigate H.M.S. Londonderry was laid down in November, 1956, at the Cowes, Isle of Wight yard of J. S. White & Co.

Launched in May, 1958, by Viscountess Brookeborough, wife of the Prime Minister of Northern Ireland, the ship was completed in July, 1960.

Since first going into service in May, 1961, Londonderry has completed two commissions on the West Indies Station and two commissions in the Far East.

The ship has kept up a liaison with the city and county after which it was named, the city having been visited many times, both formally and informally.

One of the prize possessions in the trophy cabinet is a silver cigarette box presented to the ship by the citizens of Londonderry.

There is also a friendly liaison with the Royal Inniskilling Fusiliers, many of whom have had several trips to sea in 'Derry.

FIRST 'DERRY

The present ship is the second to bear the name in the Royal Navy, the first being a Grimsby class sloop, built in Devonport dockyard. She displaced 990 tons and carried two 4.7-inch guns.

At the outbreak of the Second World War she was serving on the Africa Station. She became a convoy escort and took part in many Atlantic and West Africa convoy operations.

On November 11, 1940, when on convoy escort duty off the east coast of England, enemy aircraft made an attack in the Thames estuary and damaged four merchant ships. One of



H.M.S. Londonderry

the aircraft was shot down by Londonderry, and others were damaged.

While escorting the Halifax convoy HX 224 on February 3, 1943, Londonderry was damaged after making a depth charge attack on a U-boat and had to proceed to Liverpool for repairs, being out of action for over eight months.

The first Londonderry also took part in the Normandy landings in June, 1944.

She was scrapped in 1946, but the battle honours she gained during her short life bear witness to her usefulness. The honours are: Atlantic, 1939-1945; North Sea, 1940; North Africa, 1942-1943; Normandy, 1944; English Channel, 1944-1945.

PRESENT SHIP

The present Londonderry has a displacement of 2,600 tons (full load). Her length is 370 feet (o.a.) and the beam 41 feet.

Armament consists of two 4.5-inch guns in a twin mounting forward, and there is also a 40-mm. AA gun. Anti-submarine

armament is two Limbo three-barrelled depth-charge mortars. The complement of the ship is nine officers and 191 ratings.

POSTCARD COLLECTIONS

Photo postcards of H.M.S. Londonderry, or any other ship in this series, are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, Portsmouth, price 1s. each, (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are: Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevon, Zeat, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender.

SHIPS OF THE ROYAL NAVY No. 152



Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer, or Chief Mechanician rate:

To A/CERA
888787 J. L. Hard, 943639 M. C. Bingham, 943905 D. P. Morey.

To A/Ch Supt
919876 R. F. Clifton.

To CHM(E)
840226 T. Kelly, 969134 R. Foakes, 894417 K. W. G. Flynn, 859626 J. Molloy.

To A/CCEA
936408 J. L. White, 956605 K. J. Smith.

To A/COEA
902301 B. J. H. Jones.

To Ch O EI
877121 D. W. P. Swanson, 915380 B. A. O'Boyle, 661619 J. E. Whalley, 903568 D. W. Wood.

To Ch R EI
937083 D. A. Williamson, 941438 M. H. Wrenn, 915539 A. Rhodes, 946787 H. J. Davies.

To CRS
857264 H. T. Mathews, 835896 R. C. E. Pyke, 871001 R. A. Gemmell, 890177 W. M. McKenzie.

To CCY
865051 R. Spencer, 939398 J. Hollins, 715228 J. A. Verney, 911839 A. Bell, 843097 J. Bowden.

To CPO
894052 A. W. Keen, 839469 D. H. Baker, 835719 H. V. Jenkins, 858227 R. C. Loftus, 765254 K. G. McDonald, 224507 D. Wyeth, 865738 K. H. Arden, 795923 K. R. Bailey, 865403 D. Weir, 815931 R. Church, 858300 L. L. Marks, 771984 A. A. Burnett, 769140 J. P. McCarthy, 661098 K. Bellows, 370868 C. R. Birkenshaw, 838540 J. E. Honey, 865961 K. O. Bates, 842532 J. O. Smith, 836858 R. S. Hodgson, 871413 K. D. Sloper, 831772 C. Maltas, 646314 E. A. Bowen, 836528 B. G. Kensall, 838987 R. E. B. Sanders.

To MAA
838805 D. W. Reid, 816593 C. Brennan, 820427 P. Clarke, 867328 A. H. Page, 882682 W. L. Jeckells.

To CPO Wtr
834376 G. Wheldon, 872089 G. Hedley.

To CPOSA
900784 G. Crawshaw, 874491 F. Smith, 661294 R. Knox.

To CPO CA
904463 J. Doull.

To CPO Sd
896902 C. J. Christmas.

To C/A(E)
L/FX 858574 E. B. Marshall, L/FX 814982 R. W. Roberts, L/FX 882176 T. A. Harvey, L/FX 772436 P. Robertson, L/FX 882343 K. R. Bunce, L/FX 906154 J. Sherratt.

To A/C(AE)
L/FX 895234 J. Holland.

To CA(AH)
L/FX 906588 G. R. Gardner.

To CEA(A)
L/FX 877929 W. A. Smith.

EXCHANGES

The following ratings are anxious to exchange ships. Any-one interested should write to the applicants direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

M. F. Weaver, Ch El Mech, C.P.O.'s Mess, H.M.S. Excellent, being drafted to H.M.S. Minerva (Chatham based) in October, 1968, will exchange drafts with similar rating being drafted to a Portsmouth based ship.

J. Pemberton, Sd. H.M.S. Kent, will exchange ships with a similar rating. Carrier preferred but anything considered.

McCusker, AB, GLII (S.C.A.), c/o 9 The Parade, H.M. Dockyard, Portsmouth (Admiral Superintendent's staff—over six months) will exchange with any AB on port service (over six months). Any area except Devonport.

F. Hepple, AB, SG Star, H.M.S. Ulster, refitting in Portsmouth, August to November. Will exchange for Scotland, specially Rosyth.

G. Bennett, AB, GL2(A), H.M.S. Cambridge, on draft to H.M.S. Tyne, FMU, on July 19, will exchange drafts with same rate on draft to H.M.S. Eagle.

M. Lenoir, LS (PTI), H.M.S. Nubian, on draft to H.M.S. Ganges on July 31, will exchange for any establishment in Portsmouth area, preferably Gosport side.

EAGLE HELP FOR BABIES

While away from England MAA P. Calnan, of H.M.S. Eagle, organised a raffle, which raised £200. Half of this sum has been handed to the Nazareth House, Plymouth, and the other £100 was sent to the Sunshine Babies' Home at Alverstoke.

Submarine goes on road show

A model of a fleet nuclear-powered submarine was on show at the Royal Marines Reserve Depot at the White City, on June 26, prior to being taken on a tour of the Midlands, the North of England and Scotland.

The model, one-quarter life size, is 70 ft. long, 10 ft. wide and 12 ft. high. It is based on the design of one of the Navy's latest fleet submarines that can go round the world without surfacing.

Inside, the submarine is fitted out with an exhibition of the Navy's role in defence, and she will be seen by thousands of visitors to 15 major agricultural and other shows over the next three months.

The model was "commissioned" by the Admiral Commanding Reserves and Director General of Naval Recruiting, Rear-Admiral B. C. G. Place, V.C., and then left for her first public appearances at the Royal Show, Kenilworth, July 2 to 5, and the Great Yorkshire Show at Harrogate, July 9 to 11.

POINTS LEADERS ON THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at June 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, VG conduct, or medically unfit, have been omitted.

CPO	PO	LS
1771	212(5)	Int
Ch Smkr		
892		
CPO Wtr	PO Wtr	L Wtr
1681	322(3)	285
CPO SA	PO SA	L SA
1692	420	262
CPO Ck(S)	PO Ck(S)	L Ck(S)
173 5	1341	386
CPO Std	PO Std	L Std
2156	657	Int
CPO Ck(O)	PO Ck(O)	L Ck(O)
2196	1003	209
MAA	MAA	RPO
1459	(Ex Cox'n)	
Ch Mech	CERA	614
685	412	Ch M(E)
		2126

Po M(E)	L M(E)	Ch Supt
101	Dry	Dry
ChCEA/Ch C	ChOE/ChO	ChCEI
El Mech	El Mech	ChOE1
Dry	Dry	1806
POCEI/	LCM/	ChREA/Ch
POOE1	LOEM	REMEch
Dry	Dry	Dry
ChREI	POREI	LREM
1314	Dry	Dry
CPO MA	PO MA	L MA
599	509	371
CCY	CY	LRO(T)
1430	422	420
CRS	RS	LRO(G)
1712	307	304
CRS(W)	RS(W)	LRO(W)
Int	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(Air)	CREA(Air)
Dry	Dry	Dry
ChELMECH	ChELMECH	ChELMECH
(Air)	(Air)	(Air)
Dry	Dry	Dry
CAF(AE)	POAF(AE)	LAM(AE)
2500	773	Int
CAF(O)	POAF(O)	LAM(O)
2418	428	440
CA(AH)	POA(AH)	LA(AH)
2147	906	156
CA(SE)	POA(SE)	LA(SE)
1153	1164	107
CA(Phot)	POA(Phot)	LA(Phot)
1248	481	344
CA(MeO)	POA(MeO)	LAM(MeO)
1509	390	419
ChEL(Air)	POEL(Air)	LEM(Air)
2186	189	Int
ChREL(Air)	POREL(Air)	LREM(Air)
2156	Int (19)	Dry

LEE THRILLS

There were thrills a plenty at Lee-on-Solent's Open Day on June 15, the highlights including the Fleet Air Arm's aerobatic team of six Sea Vixens—Simon's Circus—and the free-fall parachute team of the Royal Corps of Transport.

The five parachutists landed within a few yards of the wife of the Captain of H.M.S. Daedalus, and presented her with a bouquet.

One of the Navy's latest aircraft, a Phantom, made a "touch and go" landing, the first to have touched down at Lee.

White Ensign has new H.Q.

The White Ensign Association has moved to new premises—Eastcheap House, 24 Eastcheap, London, E.C.3 (telephone 01-623 5758).

Applications for assistance with financial problems, and on job-finding on leaving the Service, should be sent in writing to the secretary of the association at the above address.

TRIUMPH-SOUTHDOWN COACHES WEEKEND LEAVE

Operate the following Official Express Service for Service Personnel EVERY FRIDAY AND SATURDAY

LEEDS	Return Fare	SALISBURY	Return Fare
BRADFORD	60/-	WORCESTER	11/6
HUDDERSFIELD	59/-	GLOUCESTER	32/-
Sheffield	55/-	READING	30/-
NOTTINGHAM	48/-	PORTLAND	14/-
LEICESTER	42/6	PLYMOUTH	18/6
NORTHAMPTON	36/-	NEWPORT	36/-
LIVERPOOL	28/6	CARDIFF	29/6
MANCHESTER	37/-	SWANSEA	32/6
NEWCASTLE-UNDER-LYME	33/6	LONDON from PORTSMOUTH	38/-
STAFFORD	43/-	LONDON from GOSPORT	15/6
WOLVERHAMPTON	37/6	LONDON from	18/-
BIRMINGHAM	36/-		
COVENTRY	31/6		
WARWICK	28/6		
BANBURY	25/-		
OXFORD	20/-		
BRISTOL	23/-		

Pay Weeks special service to: Newcastle-on-Tyne ... 83/-, Sunderland ... 80/-, Stockton-on-Tees ... 74/-

N.B. To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone or call TRIUMPH COACHES, 3 Edinburgh Road, Portsmouth Phone 27351 SOUTHDOWN MOTOR SERVICES, Hyde Park Road, Portsmouth Phone 22311

ARE YOU MOVING?

LOCAL, LONG DISTANCE, OVERSEAS
REMOVAL CONTRACTORS

Then write, telephone or visit

HUMPHREY BROS. (SOUTHSEA) LTD.

7/11 STANLEY STREET
SOUTHSEA

PORTSMOUTH 21521 or 21522

FOR THE BEST SUIT YOU EVER HAD



233 ALBERT ROAD, DEVONPORT, PLYMOUTH

Telephone Plymouth 53110 : Portsmouth 33681

Agents in all principal ports

Busy sea days in 'frigate school'

Practical training afloat for engine-room artificers is provided aboard H.M.S. Rapid, the former fleet destroyer, converted with her sister ship, H.M.S. Relentless, to prototype fast frigate, and subsequently recommissioned (May, 1967) as a tender to H.M.S. Caledonia.

The ship carries out a busy routine of entering and leaving harbour, manoeuvring in the Firth of Forth, flashing up and shutting down boilers and other machinery.

This routine provides a concentrated training for the apprentices. During their last term in H.M.S. Caledonia, they spend five weeks in Rapid undergoing sea training, and another

five weeks in H.M.S. Saintes, the harbour training ship.

At the end of this period the vast majority of trainees obtain their Auxiliary Machinery Certificate, and so go on their way to the Fleet with considerable more practical experience than was the case in the past.

Training is not restricted to apprentices. The current shortage of qualified engine-room artificers makes Rapid an ideal vehicle for Unit Watchkeeping training, and each term eight artificers 2/c, and mechanics, are drafted to the ship for a three-month course.

These ratings take the Board at the end of this period and are then available to the operational Fleet once more.

To date there have been 25 candidates at the three Boards and the pass rate has been 80 per cent.

SPARE BILLETS

Only 24 seamen are borne in H.M.S. Rapid. There are, therefore, plenty of spare billets for new entry and junior training. These billets are, in fact, soon filled and to date over 300 junior seamen and junior apprentices have been "put through the mill."

These figures, together with the 200 engine-room trainees who have been on board in the 12 months since commissioning for her special duty, show that

AWAY SEA BOATS!



Junior seamen about to undergo their baptism into the "mysteries" of sea boat drill

Birkenhead, Rapid was completed in February, 1943, spending the first few months of her life in Home waters.

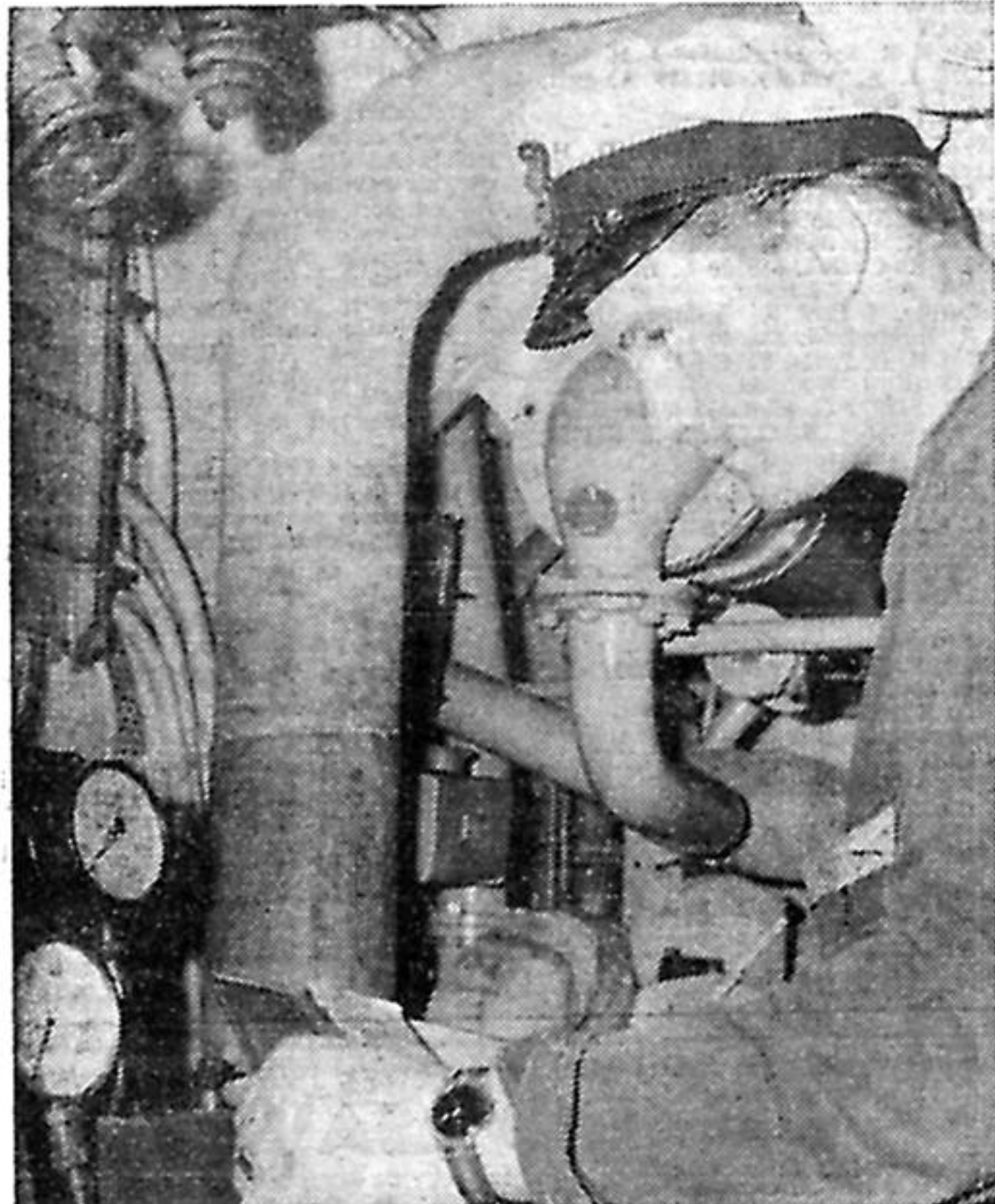
Afterwards she went to the Far East, being employed as a convoy escort, supporting the 14th Army in the bitter Arakan offensive in Burma, in landings against isolated Japanese outposts and shipping sweeps against Japanese supply and warships.

Rapid took part in the re-occupation of Singapore after the final Japanese surrender.

During her conversion at Rosyth in 1966 for her present "steaming schoolroom" task, Rapid's guns, mortars and sonar were removed, the two mortar handling rooms being converted into classrooms.

WAR RECORD

Built by Cammell Laird at



An E.R.A. 2nd class undergoing training in the engine-room for his Unit Watchkeeping Certificate

Right: H.M.S. Rapid in the Firth of Forth

Exmouth on sea trials

The world's first major warship to be propelled by gas turbine engines, H.M.S. Exmouth, has completed her "alongside" trials and, last month, started her sea trials.

Converted and refitted at Chatham, Exmouth has a Rolls Royce Olympus engine for full power, and two Rolls-Royce Proteus engines for cruising. Both are marinised versions of well-proved and reliable engines used in a variety of commercial applications.

The Royal Navy, which has

pioneered the use of gas turbines in warships for over 20 years, intends using combinations of gas turbine machinery modules for all future major warships.

By getting the Olympus engine

to sea as a main propulsion unit, further valuable knowledge will be gained of the operational characteristics and benefits of gas turbine engines in the rigours of naval service.



H.M.S. Exmouth leaving Chatham on June 6 for sea trials

Australian visit was Cavalier's highlight

The highlight of H.M.S. Cavalier's foreign leg, which started when she sailed for the Far East in June, 1967, was her visit with H.M.S. Troubridge to Australia.

The ship visited Adelaide, Melbourne, Newcastle, Sydney and Hobart (Tasmania).

During the year away from home the ship steamed 61,200 miles, carrying out two Beira patrols on the way out to Singapore and another on the way home.

Christmas and New Year were spent in Singapore, following four weeks as guardship in Hong Kong.

ACTIVE SPORTSMEN

Cavalier's sportsmen were very active while away from home. At Mombasa the rugby team won the Chindwara Cup for seven-a-side teams.

In Singapore the rugby, soccer, and hockey teams held the small ships' trophies for some time. In the Fleet championships, the ship's boxers were second to H.M.S. Eagle, and the soccer team second to H.M.S. Albion.

At Sydney, in his first walking race, AB Alan Yates won the 4 1/2 mile "Guinness" "walkathon." His prize was a Guinness trophy, a holiday in Sydney, and a free air ticket to rejoin the ship in Hobart.

British gift

The Commander Far East Fleet, Vice-Admiral W. D. O'Brien, was on board H.M.S. Manxman when she made the first courtesy visit by a Royal Navy warship to Indonesia since the ending of confrontation.

Before sailing from Singapore, the minesweeper support ship embarked 20 tons of rice and flour, part of the British Government's contribution to flood relief work in East Java.

BRAWDY

The R.N. Air Station, Brawdy, is open to the public from 2 p.m. each Thursday (except August), and on June 5 the visitors included 18 special guests from the Coomb Cheshire Home at Bancyfelin (Carm.).

In addition to seeing the normal flying activities of a major R.N. air station, the visitors that day were able to see Brawdy's Hunter aerobatic team, "The Diamonds," rehearsing for their display which is to be given on August 3, the station's Air Day.

THIRSTY CITY HELPED BY LEOPARD

Normally a warship tops up with water at the ports visited, but when H.M.S. Leopard visited the Dominican Republic in April, the positions were reversed.

The city of Santo Domingo had experienced a severe drought, and strict water rationing was in force.

Leopard's gesture in supplying the city with several tons of water daily was one that was much appreciated.

A number of officers and men of the Dominican Navy were taken to sea in Leopard, the visitors being given the oppor-

tunity to familiarise themselves with the equipment and techniques employed by the Royal Navy.

Other visits of the ship recently included Freeport, Savannah, Georgia, and Norfolk Va.

At Savannah a children's party was held on board and, during the three hours the ship was opened to visitors, no fewer than 3,000 people looked around the ship.

Soon after leaving Norfolk,

Leopard was diverted at full speed to Bermuda because of disturbances there.

SHOW OF STRENGTH

A few hours after berthing at Hamilton, a company of the Royal Inniskilling Fusiliers flew in to the island from the United Kingdom.

The quick show of strength proved its worth as a deterrent to rioters, and Leopard left the area after nine days.

The ship returned to Portsmouth on June 1 and on June 10 a cheque for £250, raised over a period of two and a half years by the ship's company, was handed over to Mrs. Treseder, an official of the Guide Dogs for the Blind Association.

Leopard recommissioned on June 14. After a short refit she will join the Western Fleet. It is expected that she will sail for the Far East in the summer of next year.

EURYALUS BUYS GUIDE DOG

The ship's company of the frigate H.M.S. Euryalus has raised £255 during the past year to buy a guide dog for the blind. The money was raised by competitions, collections of foreign money, and a mid-ocean fair.

When the ship returns to the United Kingdom at the end of November, the Guide Dogs for the Blind Association will present a memento to the ship.

Euryalus has visited Norway, Iceland, America, Canada, Gibraltar, Amsterdam, London, South Africa, Mauritius, Australia, New Zealand and Hong Kong in the last year.

'Plymouth's Own' recommissions

If only the parents of Lieut. Ben H. Caesar had had the foresight, they would surely have named him Anthony. But how could they foresee that a Caesar would be going to Cleopatra.

Lieut. Caesar is the Flight Commander of the Wasp helicopter aboard the Leander class frigate H.M.S. Cleopatra, which recommissioned at Devonport on May 10.

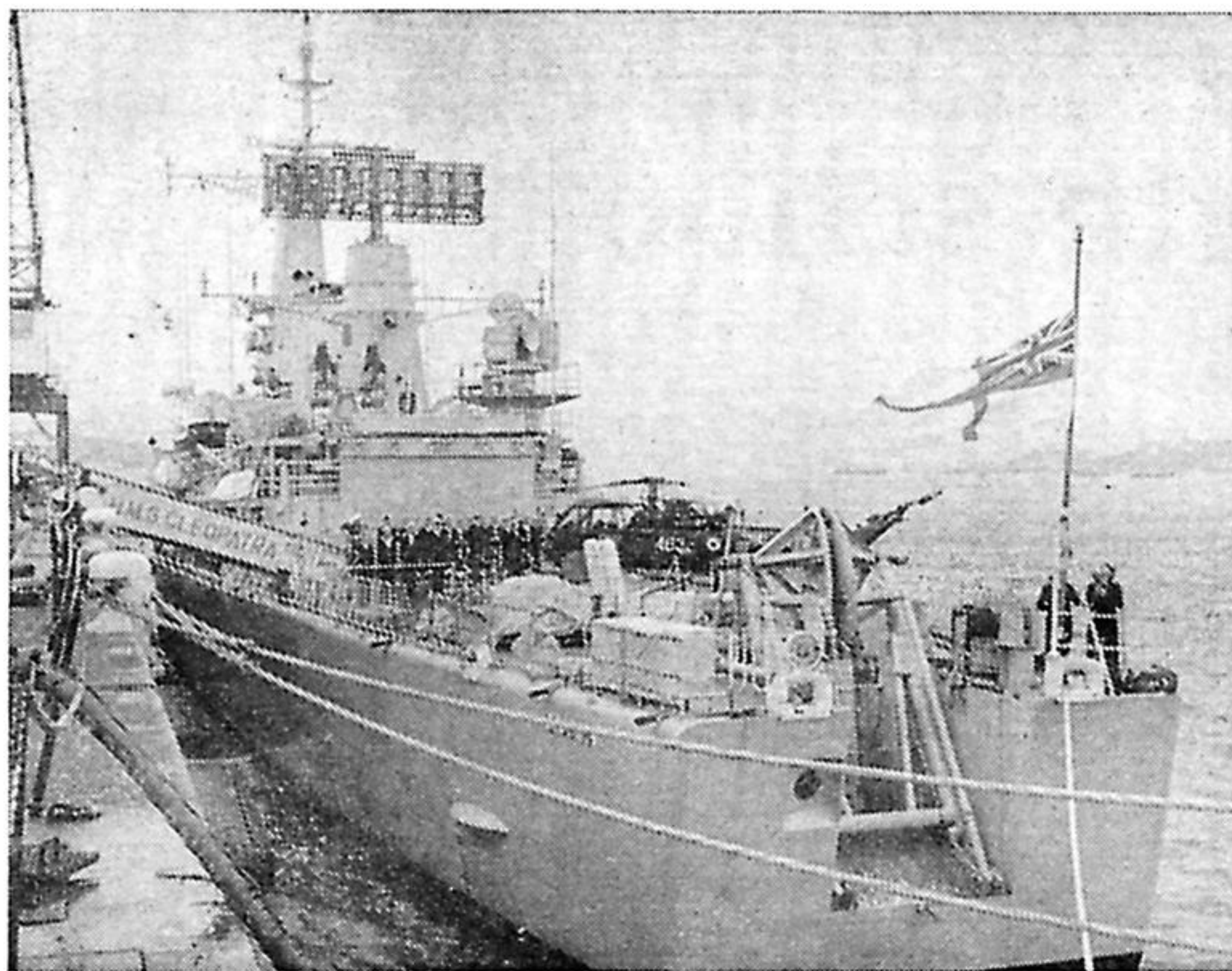
Commanded by Cdr. R. M. Burgoyne, Cleopatra was built in Devonport Dockyard and

first commissioned on March 1, 1966.

Vice-Admiral Sir Charles Mills, the Commander-in-Chief, Plymouth, and the Mayor of Harrogate, Alderman Miss Gwen Stepney, were among the many guests who witnessed the commissioning ceremony and the cutting of the cake bearing the ship's crest.

Harrogate "adopted" the frigate some time ago.

Lieut. Ben Caesar with his Wasp helicopter



Hoisting the white ensign at the H.M.S. Cleopatra commissioning ceremony

Pictures by CPO(Phot) D. G. Wheatley

Reservists in tough Norway training

It is not known whether the force of 250 Royal Marine Reservists which flew to Norway on June 1 for a two-week commando exercise contained a butcher, a baker, or even a candlestick-maker, but it did contain a busman, an electrician, a farmer, a shop steward, a customs officer and a company director.

The exercise was designed to give the reservists concentrated commando training in rugged and realistic territory.

In a tented camp up in the mountains, many of the part-time commandos competed for the award of the coveted Green Beret.

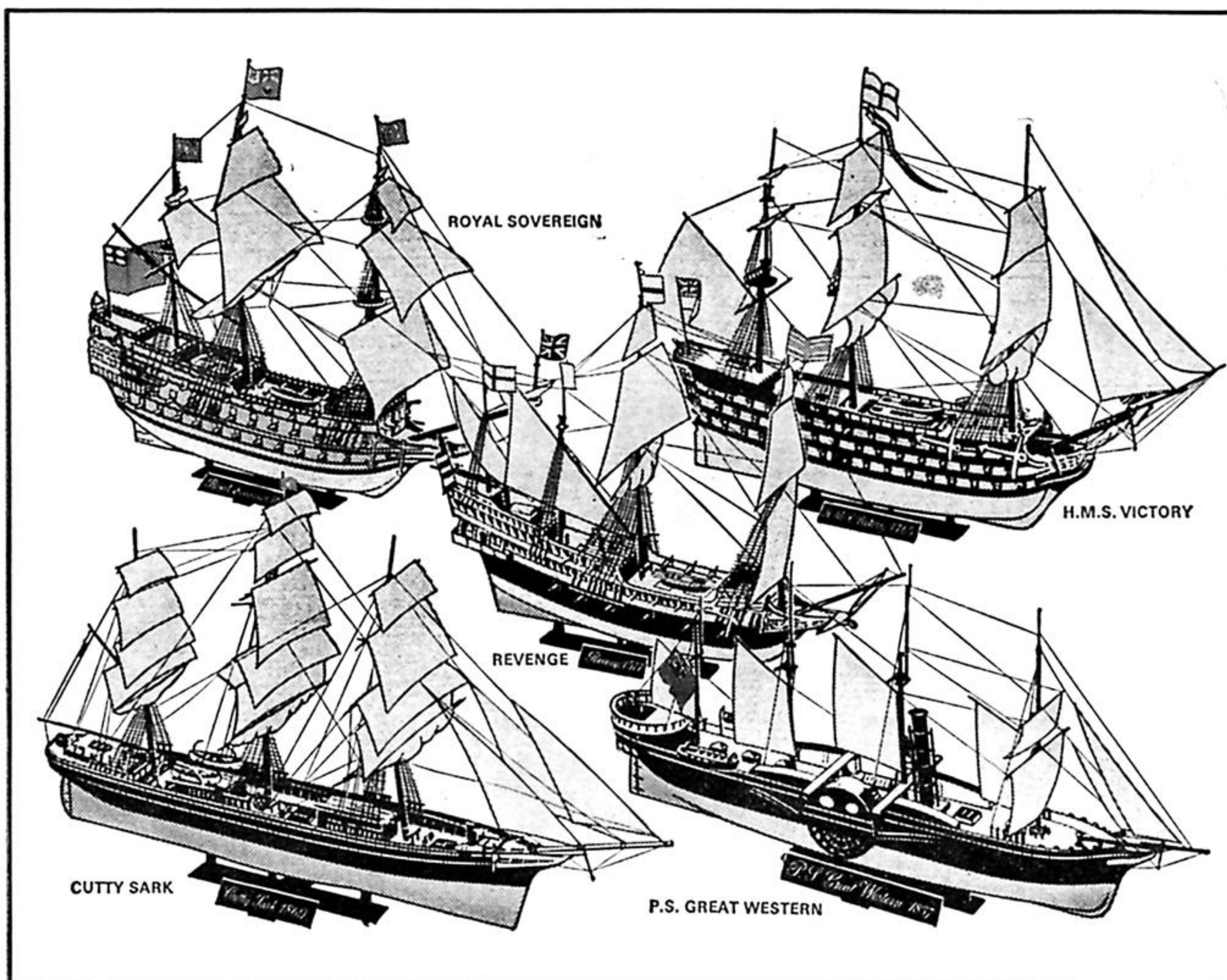
These "Instant Commandos" provide a vital and thoroughly professional reserve force of the Royal Marines.

The classic ships of history!

AIRFIX BRINGS THEM TO LIFE!

Revenge! Cutty Sark! Victory! The finest ships under sail brought to life with Airfix—accurate in every detail!

The vast range of Airfix construction kits covers 19 different series, including planes, ships, cars, historical figures and trackside series—each model just like the real thing! Prices from only 2/7d to 20/6d



WARPLANES,
CARS, TANKS,
ROLLING
STOCK TOO!
Start your collection
NOW!



OVER 250 KITS TO CHOOSE FROM!



JUST LIKE THE REAL THING!

From toy shops, model and hobby shops and F. W. Woolworth

STOP PRESS



JAMES BOND AUTOGYRO
1/24th scale for maximum detail and the rocket missiles really fire. Great value at 5/2d.

AIRFIX MAGAZINE 2/- MONTHLY
ASK FOR THE AIRFIX KIT CATALOGUE
FROM YOUR LOCAL STOCKIST

WHEN GURKHA RETURNED

Lost to the world. LRO William Alexander was first man ashore when H.M.S. Gurkha berthed at Rosyth

after completing a General Service Commission. There to greet him was his wife Joan. Their home is at Galston (Ayrshire)



MANY GUESTS IN HERMES

Many relatives and friends, as well as Service and civic guests, attended the re-commissioning of H.M.S. Hermes at Portsmouth on May 17.

The civic party included the then Lord Mayor and Lady Mayoress of Portsmouth (Councillor and Mrs. D. D. Connors) and the Mayor and Mayoress of Tiverton (Councillor and Mrs. H. Ayre).

Tiverton 'adopted' Hermes in 1966.

Another guest was the Rev. Farquarson Roberts, of Weymouth, who, as a Royal Marine officer, served in the previous H.M.S. Hermes which was attacked and sunk by Japanese aircraft off Ceylon on April 9, 1942.

RIGHT: The commissioning cake cut by Mrs. D. G. Parker (wife of the Captain) and Mrs. K. Bolt (wife of the Master-at-Arms). Capt. Parker and the M.A.A. are looking on.



TROUBRIDGE—'JUST ORDINARY TOUR'

Although those on board H.M.S. Troubridge describe her 11 months in the Far East as "ordinary," they are implying that the frigate has not been involved in the remarkable happenings which occur in the fictional B.B.C. warship Troutbridge.

Troubridge arrived at Chatham on May 31, having steamed 50,000 miles during the previous 11 months.

She spent a total of nearly three months off Beira, and ports visited during the foreign leg of her general service commission include Gan, Hong Kong, Singapore, Adelaide, Melbourne, Sydney, Hobart, Mauritius, Simonstown, Dakar and Gibraltar.

The ship was off Beira when she celebrated the 25th anniversary of her first commissioning. An appropriate congratulatory telegram was received from the east of the Navy Lark, in which Troutbridge figures so prominently.

Troubridge, commanded by Cdr. C. R. V. Doe, was built as a destroyer, but was converted to a fast anti-submarine frigate 1955-57.

(Aboard H.M.S. Falmouth)

An Indian with a big red nose and oil wells gushing behind his canoe grins from a mural on the bridge of U.S.S. Pawcatuck.

The smiling Indian, a Jumbo conversion replenishment tanker, welcomed H.M.S. Falmouth alongside. She had sailed from Souda Bay, and was in fact almost as old as the events that marked the seas of Crete 27 years ago this May.

But ours was a less sombre encounter, between a trim grey frigate and a colourful, even gaudy, product of the new

world. Indeed, if colour ever rioted at sea, it happened aboard the Smiling Indian.

It was not so much her structure — though her four campaign medals outshone Benjamin's coat, and her flat surfaces were liberally daubed with a rainbow of flags and signs and decorations.

It was her crew that was so startling. Swathed in long red lifejackets, blinkered almost to a man by large sunglasses, they peered curiously at us from the shade of plastic helmets of almost every imaginable colour.

Some rested on a bench thoughtfully provided for the weary. Others, heads concealed behind vast ear-pieces, were busy supporting bulkheads.

Most simply leaned on whatever was to hand. But a few were actively involved in the business of the afternoon. We were looking into a silent kalei-

doscope, and the inscriptions on their hats were the sub-titles. "Nombre Une," in a white hat, directed his Braves, a mug of coffee gripped in his fist like a sheriff's badge.

When his back was turned, his hat mysteriously said BX in flags, an invitation, the Yeoman explained, to splice the mainbrace (in a dry ship?).

"Hotsteel," who favoured the blue headgear, grappled like Laocoon with the coils of the messenger, his jaws working in time with his hands.

He was assisted by the enigmatic "Aito," by "Night" (who was also in blue), and by a large Negro in a green hat labelled simply "Wrong."

"Perky" kept tilting back his blue hat to massage a crew-cut that had gone to seed. "Butch,"

in brown, controlled the oil flow, while "Blackie" listened with his eyes shut to a telephone in a quiet corner.

A cheerful Negro in a white coat was fully employed refilling an orange vacuum mug labelled "Captain," with iced drinks.

If Falmouth was truly the "206 ship served by the Pawcatuck this deployment," Capt. Horne, U.S.N., must have needed a drop of moisture on those parched lips.

But it was a charming and successful interlude, and the tribes on each side were kept very happy gazing across the river that rushed between us into the strange reservation of the other.

And the Indian with the big red nose kept on smiling.

During an exercise in the Mediterranean, a Sea King helicopter from the U.S.S. Shangri-la carries out a personnel transfer from the quarterdeck of H.M.S. Falmouth



FREE MEMBERSHIP OF 300 CLUBS

By taking advantage of this once only special offer you can belong to over 300 leading London and Provincial clubs completely FREE for 2 months by joining the Clubman's Club.

Also you may then continue your membership if you wish to and only if you are completely satisfied, at only 6 guineas a year.

Simply fill in the Application Form and the Banker's Order and return it to us. We will then make you a full member of the Clubman's Club and send you your membership card.

You may use your membership card for 2 months COMPLETELY FREE. If you are then satisfied that our services are all that you expected simply allow your Banker's Order to be paid. If you do not wish to continue your membership simply return your membership card and cancel your Banker's Order within 2 months, and so you will not have to pay one penny.

Members of the Clubman's Club are members of all the clubs on our list and as you will see they are the leading clubs in every major town. So don't let this opportunity slip, but join now.

London clubs to which you will belong:

Astor
Beak
Blenheim
Candlelight
Casino de Paris
Charlie Chester's
Churchills
Concorde

Court
Cromwell Sporting
Crazy Horse
Gargoyle
Georgian
Golden Horseshoe
Golden Nugget
Hampstead Theatre
Knightsbridge Studio
Le Reims
Living Room
Maddox

Madingley
Mandrake
Marquee
Mazurka
Monument
Nell Gwynne
New Manhattan
Northwick Park
100
Raymond Revuebar
Renaissance
Ronnie Scott

Shanghai
Spanish Garden
Toby Gym
Town House
Trojan
Tropicana (Croydon)
Tudor
Vanity Fair
Venus Room
Victoria Sporting
Windmill Saloon
Wine Centre

You will also belong to the leading clubs in:

Aberdeen, Abersoch, Ayr, Battle, Bedford, Birmingham, Blackburn, Blackpool, Bognor Regis, Boston, Bournemouth, Bridlington, Brighouse, Brighton, Bristol, Burnley, Buxton, Cardiff, Carlisle, Castle, Bromwich, Castleford, Cheltenham, Chester, Chesterfield, Chorley, Colchester, Coventry, Darlington, Derby, Doncaster, Dover, Dublin, Durham, Eastbourne, Edinburgh, Falmouth, Glasgow, Gloucester, Gosport, Great Malvern, Great Yarmouth, Harrogate, Hastings, Herne Bay, Huddersfield, Hull, Ipswich, Jarrow, Kingsbridge, Lavant, Leeds, Leicester, Lincoln, Littlehampton, Liverpool, Lowestoft, Ludlow, Luton, Macclesfield, Malton, Manchester, March, Margate, Market Harborough, Marple, Middlesbrough, Newcastle, Northampton, Norwich, Nottingham, Paignton, Peacehaven, Penarth, Peterborough, Plymouth, Port Talbot, Portsmouth, Preston, Reading, Redcar, Ripon, Salford, Salisbury, St. Annes-on-Sea, St. Leonards-on-Sea, Saundersfoot, Scunthorpe, Seaford, Skegness, Southampton, Southport, Southsea, Stockport, Stockton-on-Tees, Stoke-on-Trent, Sunderland, Swansea, Taunton, Teignmouth, Tewkesbury, Torquay, Usk, Wakefield, Walsall, Warwick, Westerham, Weston-super-Mare, Whalley, Whitley Bay, Widnes, Wigan, Winchester, Windsor, Woking, Wokingham, Wolverhampton, Worthing, York.

To: THE CLUBMAN'S CLUB Tel. 01-493 5933
35 ALBEMARLE STREET, MAYFAIR, LONDON, W.1

I hereby apply for membership of the CLUBMAN'S CLUB for 2 months COMPLETELY FREE. I agree for myself and my guests to conform with the rules of each club visited. I understand that I may cancel my membership and Banker's Order within 2 months and not have to pay one penny.

Name

Address

Occupation

Signature (I am over 18 years of age)

BANKER'S ORDER

To: Bank Limited. Branch.....

Address..... Date.....

Please pay to the order of THE CLUBMAN'S CLUB, Lloyds Bank Ltd., Golders Green (30-93-50) the sum of 6 guineas 2 months from the above date and thereafter on the same date each year being my annual subscription to THE CLUBMAN'S CLUB.

Signed

Address

'Buzzing' for the Navy

Any of your readers like to join our group, the Navy Bees? Applicants must be interested in the Navy of today, as well as having a genuine desire to help to further the cause and improve the image of the Royal Navy.

We keep our eye to Press stories, and we have asked the B.B.C. and I.T.V. to pass on my address to their research departments.

We can supply people who can give the pro-Navy view as well as the anti-views that we always see. We are also trying to publicise "Navy News" here in the North.

'HONOURED' FAREWELL



Lieut.-Cdr. Jim Armstrong

Leaving the Service next month after just over 34 years, is a man known probably by more officers than any other in the Navy.

Lieut.-Cdr. A. James (Jim) Armstrong, who for the past 32 months has been the catering officer and mess manager of the wardroom mess of the Royal Naval Barracks, Portsmouth, retires next month at the age of 50. Just before going he was awarded the M.B.E. in the birthday honours.

Joining H.M.S. St. Vincent as a Boy Seaman, he transferred to the Steward branch in 1937, serving in H.M.S. Hood in the Mediterranean, during the Abyssinian crisis.

In the war he took part in the Norwegian campaign while serving in H.M.S. Somali, was in the corvette H.M.S. Erica in the Battle of the Atlantic, spent a couple of years in West Africa, took part in Russian convoys in H.M.S. Kent, finally seeing action in H.M.S. Tyne in the Japanese campaign.

Commissioned as a catering officer in 1950, he has served in three carriers, Vengeance, Warrior and Hermes, as well as R.N. Air Station, Brawdy, and H.M.S. Dryad.

We number only three—two ex-Navy men and one Navy mother—but believe me we buzz all the louder, and we think that we can still help.

A. J. Mellor (Mrs.)
Sale, Cheshire.

Ladies-in-waiting

We were pleased to see that H.M. submarine Onslaught is "still with us" ("Dropping in by parachute," June issue), but can we have some news and more pictures please?

Some members of her crew seem sadly lacking in writing materials since she left U.K. in March '67. When is she due back?

Best wishes to her crew, and remember lads, we're waiting! Four Interested Young Ladies Chatham.

H.M.S. Onslaught may well be away from U.K. a long time yet, but members of the ship's company "unaccompanied" should be returning in the next few months.

Scottish names

May I appeal through "Navy News" for details or examples of crests or badges from the following naval ships which bore Scottish names: H.M.S. Caledon, Cameron, Clyde, Eglinton, Ettrick, Highlander, Ivanhoe, Kelvin, Leith, Nith, Scott, Talisman, Tay, Unicorn, and Wishart.

I am in the process of gathering information and examples for museum purposes.

Your newspaper contains a wealth of information and must be eagerly awaited each month by a great many people at home and abroad.

Patrick S. C. Munro
44 Paisley Avenue,
Edinburgh, 8.

In gratitude

I would like to thank Shipmate Arthur Start and the rest of the organisers of the "ex-H.M.S. Edinburgh" reunion on May 18, especially Shipmate Bill Daley and his wife Joan, who spent so much time and effort on making the evening such a big success.

It was interesting and exciting to meet once again the survivors of that great cruiser, and to yarn again with men who had gathered from all over England and Wales—from the captain down to shipmates who joined her with me as boys.

J. N. Thwaite
(Hon. Sec., Wantage R.N.A.)

Form of courtesy

"Stickler" asks, who ordained that H.M. ships should no longer be referred to with "the" before the name?

The answer is no one. The "the" is a form of courtesy due to every ship, and quite recently Their Lordships issued an order to this effect. Historically it was almost invariably used.

I wonder, too, if anyone has heard or read recently of the Union Flag being referred to other than as the Union Jack, no matter where hoisted or displayed.

C. M. Blackman
Bishops Waltham, Hants.

Omission of the definite article before a ship's name is slovenly modern practice where reference to the ship itself is intended. Thus it should be either H.M.S. Hermes or the Hermes.

Anything else is incorrect unless, as has been the accepted practice among senior officers, reference is intended to the commanding officer of the Hermes. He could then be referred to, correctly, as Hermes.

John M. Maher
(Lieut.-Cdr., R.N.)
H.M.S. Collingwood.

Aden Task Force

Mr. Riddoch, of Liverpool (March issue) may be interested to know that five landing ships (tank), Empire Grebe, Empire Guillemot, Empire Fulmar, Empire Petrel, and Empire Tern, and three landing ships (logistic), Sir Bedivere, Sir Galahad, and Sir Geraint—albeit "Army" ships—were under naval command in the Aden withdrawal.

Almost invariably, both civilian and Service press omit any reference to the "poor relations." "C" Company, King's Own Royal Border Regiment, will testify to our presence.

PIPING RECORD?

When H.M.S. Glamorgan and H.M.S. Fife visited Washington (D.C.) more than 700 official visitors were given guided tours, the ship's piping party and the seaman bugler never having had so much practice.

The Vice-President, Hubert Humphrey, who is of Welsh extraction, visited H.M.S.

MUM HAS A RARE FIND

After my son had gone back from leave I found a stamp. "Rare one, special issue," thinks mum, and stuck it on the mirror until my son came home again.

He saw it and went mad. You can guess—it was a bacey stamp! I wonder how many mums have a bacey stamp in their keepsake drawer?

They didn't have these stamps during the war. If they had I could have posted it in time for my son to collect.

Submariner's Mum
Lymington, Hants.

sence—they sailed with us for Bahrain on November 29, 1967.

C. A. Parkinson
(Lieut., R.N.R., purser,
ex-Empire Guillemot)
H.M.S. Simbang, Singapore.

Glorious collision

It is with interest I read about the collision between H.M.S. Glorious and the French liner Florida. W. Gabriel was right—it was April 1, 1931. I was one of Verity's crew.

I believe the other destroyer tied alongside the Florida was H.M.S. Whitshed. Verity and Whitshed were escort ships that day to Glorious. I have photographs of Glorious and the Florida taken just after the collision.

Next time I saw the Florida was at the time of the North African landing in 1942. I was in an L.C.M. at Bougie when bombers came over. One of the ships sunk was the Florida.

F. Cook
Wakefield, Yorks.

Pensions query

Would be very grateful if you could include in July's issue of "Navy News" any information at all regarding increases in pensions for Service men.

Before I left the Service in February, a lower deck team visiting ships and establishments informed us that once the Prices and Incomes Board gave details of increases in pay, the M.O.D. would submit to the Treasury their views on pensions increases.

J. W. Coyle
Ramsgate, Kent.

Pensions are still the subject of negotiation. No decision has been announced yet.

No use for camels

Recently I was given a 1909 Seamanship Manual, containing a chapter entitled "Embarking and Disembarking."

Part of this chapter refers to the "slinging of horses into the sea, preparatory to swimming ashore."

I think the ships' companies of our assault ships serving in Arabian waters might find the last paragraph interesting. It states: "This method is satisfactory for horses, mules, or cattle, but does not answer with the camel. The latter, if not drowned on the way ashore, is very little use when landed."

Michael Ashford
(Able seaman)
H.M.Y. Britannia

Correspondents are reminded that although a pen-name may be used, name and address must be enclosed as evidence of good faith.

"Anon" is out in his facts by a year or so, but if he cares to comply with "letters" procedure, the Editor will try to get the answer he seeks.

COMING to the CLYDE!

Scotland's leading Naval Outfitters are at your Service

**UNIFORMS
CAPS
BADGES, etc.**

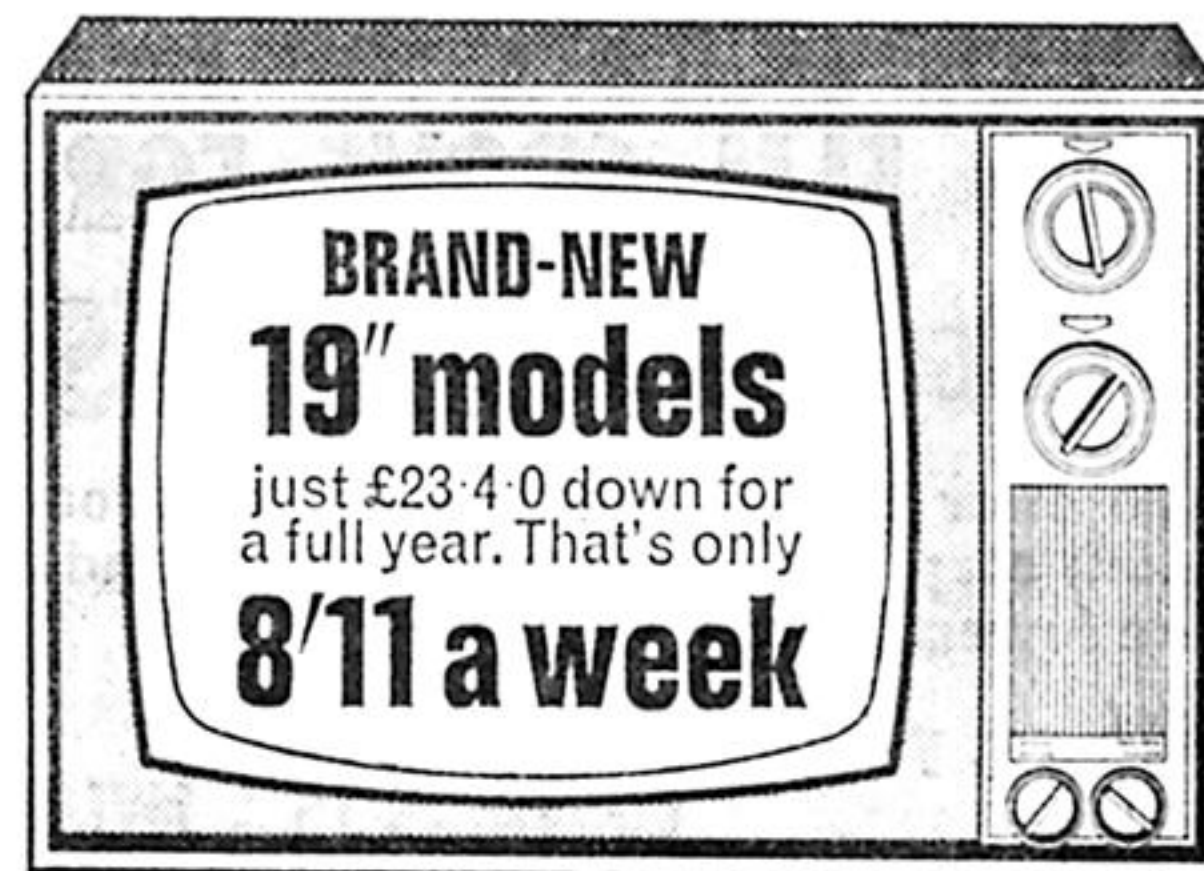
FOR
R.N. Officers
P.O.s., Ratings

JAMES MALCOLM LTD.
(Established 1904)
Scotland's NAVAL Tailor
229 ARGYLE STREET
GLASGOW C.2
Telephone: CEN 3155

In home, ship, barracks or club... RADIO RENTALS bring you the best in TV

Rent TV from reliable Radio Rentals. Top-grade sets, money-saving terms.

You're assured of perfect viewing, backed by our 40 years' experience and 7,000 service staff trained to our own high standards, throughout the British Isles. Choose vivid black-and-white or living colour.



**BRAND-NEW
19" models**
just £23.4.0 down for
a full year. That's only
8/11 a week

Matching legs free. Reducing rentals.
Minimum rental period 12 months.

For a 19" 3-programme black-and-white TV, on the Radio Rentals Standard Plan, you make just one payment of £14.14.0 down. NOTHING MORE TO PAY FOR 7 MONTHS—then only 42/- a month (equals 9/9 a week).

OR SAVE EVEN MORE on our Single Payment Discount Plan. ONLY £23.4.0 DOWN FOR A FULL YEAR (equals only 8/11 a week).

Aerials are supplied at very economic rates. In areas served by wired relay or communal aerials, a Radio Rentals TV set will give you outstandingly better reception.

Contract rates available for multiple set installations. And we can install a wired service for you. Ask for a quotation now.

Service clubs and institutions are cordially invited to ask for details of Radio Rentals group-viewing sets—built to official specifications.

Phone or drop in to your local Radio Rentals branch. See telephone directory for address.

**RELIABLE
Radio Rentals**



"Keep it up Quartermaster—only another 600 to go!"

Talking it over with someone—in confidence

A girl walks up and down outside a Family Welfare office, wondering whether to "take the plunge" and seek advice on a problem.

It may be of no great consequence—perhaps the children getting out of hand in the absence of father, an over-indulging in hire purchase, or some worry over accommodation.

She has friends whose husbands are also in the Navy, but is reluctant to confide. They may fall out, and the information used in gossip against her.

Knowing nothing about Family Welfare—except that her husband has probably warned her never to darken the doors in case he gets a "welfare file" and has his career spoiled—she may well come to feel she is in a trap, without escape to any sympathetic ear.

Real problem

So she finds herself outside the Family Welfare office, wondering if an inquiry for advice will really result in any dire consequences to her husband's future, and no doubt wondering also about the kind of people the "Welfare" are.

Probably she will make a "half decision," going in to talk about something quite unimportant while she finds out whether the officer who receives her seems sympathetic.

It may take several visits and a great deal of reassurance before the real problem on her mind is disclosed.

The circumstances are not unique to naval families. Doctors' surgeries everywhere have

Families' Page

a substantial quota of patients whose main need is someone in whom to confide.

The Navy's Family Welfare Organisation was set up "to advise and assist naval ratings and their wives and families in any domestic troubles or difficulties which may arise."

The Welfare also protects the needs of the Service—ships have to be manned, and invariably every effort is made to avoid interrupting a rating's service.

Can one duty be reconciled with the other?

Suspicious

In practice it can and is. Scores of cases could be quoted from the Family Welfare files to show the sympathy and humanity in response to investigations.

Yet ratings continue to be suspicious, and they, even before the wives, must have a clearer understanding of how their families can obtain help in

a crisis, and exactly what such an approach would involve in the matter of their records.

Time and time again, assurances have been given at the highest level that "welfare records," except in the worst possible cases, do not affect prospects of re-engagement.

Indeed it would be a remarkable family which, in the frequent absence of the husband, could go a score of years without a crisis requiring outside assistance.

Perhaps the time has come to challenge suspicion and bring it into the open.

Ratings—especially those who forbid their wives to go near the Welfare—are invited to write to "Navy News" in confidence, and their views will be examined and investigated.

But parallel with this is the urgent need to let naval wives know that an approach to the Welfare can be made in confidence—without the matter going any further, and without fear of a reference on their husband's records.

Trust needed

It may well be that, in the event of a confidential approach, a wife may be advised that help can only be given if the matter is taken up officially, but the decision will rest with her.

Only by encouraging a wider measure of understanding and trust can the existing taint be removed from the word "welfare," and thus enable the organisation to work in an atmosphere of greater effectiveness and friendliness.

YEOVILTON'S TRIBUTE



Chief Wren (Welfare) Betty Ellwood receives her farewell present

Farewell gift to their friend

When Chief Wren (Welfare) Betty Ellwood went on parade at R.N.A.S. Yeovilton, she had one of the surprises of her career as she was asked to step forward by the commanding officer, Capt. C. J. Cunningham, and presented with a beautiful Fleet Air Arm wings brooch.

The secret of the gift had been kept from her, so that all who had contributed could show their appreciation for the five years of welfare work she had done among the naval families living within a 40-mile radius of Yeovilton.

After the presentation, Mrs. Ellwood said that she had found the work rewarding, explaining that young wives with small children whose husbands were at sea needed to know that there was someone whom they could call upon.

"Much of my work," she continued, "could be called preventative welfare. We always try to bring together the families of those away, but this can be difficult if they are not in married quarters and live 20 to 30 miles from the station."

Mrs. Ellwood said that loneliness was the source of many of the problems she had to deal with.

"By just being able to discuss their troubles with someone, it eases the situation," she said.

Mrs. Ellwood's understanding work has not gone unnoticed. In 1966 she received the B.E.M., and now, after 27 years' service in the W.R.N.S., she leaves Yeovilton, with the gratitude of the Air Station's personnel, to join her husband, who is a stores chief petty officer Bahrain.

Film from families

H.M.S. Nubian's third commission, completed when the frigate arrived at Portsmouth on June 14, was made the more interesting by the lively activity of the Wives' Club.

Led by Mrs. Miller, wife of the commanding officer (Capt. A. J. Miller) and her helpers, the club held social functions, but its greatest success was in talking the Fleet Photographic Unit into making a full-length 16-mm. film of the families on Southsea Common.

The film was flown to Bahrain, where it enabled many fathers to see for the first time recent additions to their families.

Many tape recordings between husband and wife were also organised by Mrs. Miller.

OFFICERS' DEPENDANTS FUND

In response to a heavy demand from the Fleet, a Dependants' Fund for all Royal Navy and Royal Marine Officers, including W.R.N.S. and Q.A.R.N.N.S., will start on August 1.

For a subscription of £3 per year members can ensure that in the event of death their dependants will receive a grant of about £500 within 48 hours.

The capital to start the fund was given by the administrators of the Navy Special Fund.

On the same day as the officers' fund is launched, the ratings' fund, which was started last August, will be widened to allow single ratings with a dependant to join.

Further details are in D.C.Is.

COMMUNITY HALL UP IN FOUR DAYS

In four days the Navy's married quarters town of Rowner got a community centre—foyer, main hall, administrative office, kitchen, store, mod. cons. and all.

Blending neatly into the surroundings, the new building is 74 ft. by 30 ft., and is an interesting example of sectionalised construction.

Formed of eight units, it was transported by road to the site, rolled on to a system of jacks, and bolted together. A start was made on June 11, a Tuesday, and by Friday the job was done. The units were glazed, decorated, and wired for lighting and heating before delivery. The Ministry of Public Building and Works, who negotiated the contract, were left with the straightforward task of connecting to main services and adding window pelmets, coat hangers and supplementary kitchen equipment.

The new centre, which is in Magennis Close, was being opened on July 4 by Capt. G. W. D. Spriggs, Chief Staff Officer (Personnel) to the Com-

mander-in-Chief, Portsmouth.

With the newly appointed Community Officer (Mr. Peter Crossley), and now a place to meet, social life and interests at Rowner should make rapid progress.

Another big step forward in Rowner's progress is the first bus service, which has now started.



Mechanician Clive Price gets an affectionate greeting from his wife, Merrill, on the arrival in U.K. of H.M.S. Nubian. He is holding Lyn, aged two, and they have another boy, Brian, who is five

J & S are MURDERING PRICES SO VISIT 100 ELM GROVE FOR BIG! BIG! BIG! SAVINGS!

We offer the widest selection of broadloom carpet in Southern England, and at the lowest prices.

21/- sq. yd. TUFTAFOAM CONTAINS 15% NYLON
Foam-bac d

29/11 sq. yd. SHIPLEY FOAM 100% EVLAN
Foam-backed

39/11 sq. yd. PRIDE 100% NYLON
Virtually Indestructible

47/6 sq. yd. CHEQUERS 100% VISCOSE
Thick built-in underlay

and many more. Prices from 13/6 sq. yd.

Shop around, but come to us last for the best deal!

LATE NIGHT OPENING:
THURSDAY & FRIDAY, 8 p.m.

CASH & CARRY

J & S CARPETS

100-102 ELM GROVE SOUTHSEA

Open Daily:
9.30 a.m. to 5.30 p.m.
Closed all day Wed.
Thursday and Friday:
9.30 a.m. to 8.0 p.m.
Telephone
PORTSMOUTH 25472

COLLYER SMITH & CO. LTD.

INCORPORATED LIFE ASSURANCE BROKERS
INCORPORATED INSURANCE BROKERS
MORTGAGE BROKERS

(Members of Services Insurance Brokers Association)

TELEPHONE (3 lines)
FAREHAM 2211/ 2212/2213

219 WEST STREET
FAREHAM, HANTS

All classes of Life and Endowment Assurances
Motor and all General Insurances arranged
Building Society and Endowment Mortgages

All professional advice and services are
FREE OF CHARGE

All enquiries receive the personal attention
of a principal

Seeing the world aboard Devonshire

H.M.S. Devonshire is still maintaining her reputation for being a ship always on the move.

The ship paid her first visit to Singapore this commission, on March 19, after the long haul from Sydney, paying the customary gun salute to the Commander Far East Fleet as she entered harbour.

She was the first County class destroyer to visit the port since Vice-Admiral W. D. O'Brien assumed command in May, 1967.

Ten days in Singapore and the ship was off to Hong Kong, but only for five days before sailing for Japan and a week in Tokyo.

EXPENSIVE CITY

Tokyo, the largest city in the world (population over 11 million), must also be one of the most expensive, but despite this handicap good relations were soon established with the locals.

A party for orphan children went extremely well. There was a never-ending queue on the jetty on the two days that the ship was open to the public.

The next port of call was Kobe, a port on the Inland Sea. The close proximity of Kyoto gave several parties from the ship a chance to look around the shrines and pavilions of the old capital.

WEAPON TRAINING

Back to a pleasant four days in Hong Kong, and then came a busy fortnight's weapon training period off the American naval base at Subic Bay.

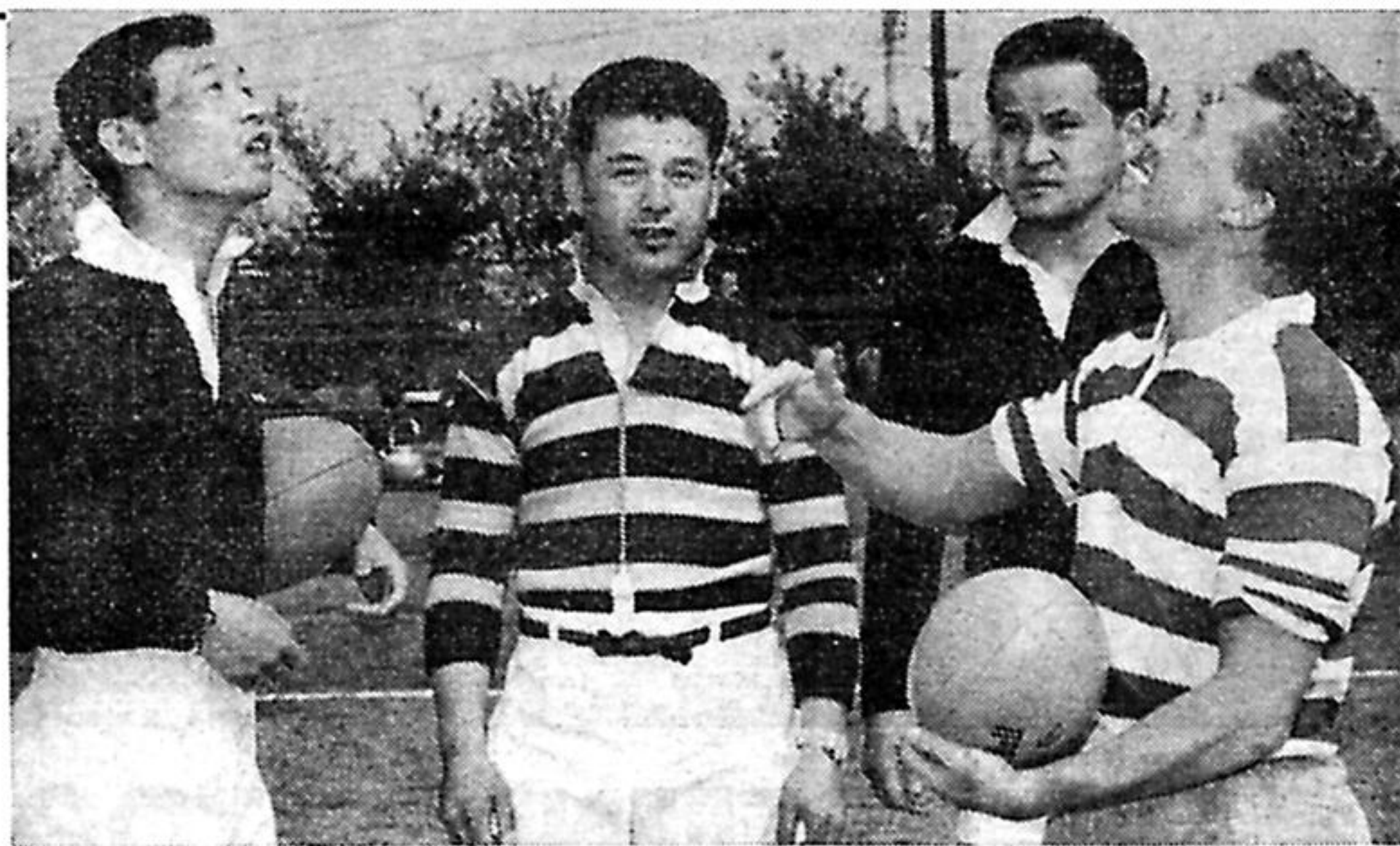
The ships involved were H.M. Ships Euryalus, Dido, Barrosa, Llandaff, Zest, Caprice and Carysfort, H.M. Canadian Ships Saskatchewan and Qu'Appelle, the submarines H.M.S. Rorqual and U.S.S. Ronquil, R.F.A.'s Tidesurge, Resurgent and Typhoon, and aircraft from 205 Squadron, normally based at Changi.

A short anti-submarine warfare exercise followed before returning to Hong Kong for the

exercise to be "washed-up" and for the ship's company to have a last shopping spree before returning to Singapore.

FOR GUIDE DOG

Since leaving the United Kingdom a devoted band of volunteers has been collecting money for a guide dog for the blind and the total now stands at £250, enough to buy and train the dog.



Lieut. Roger Porteous, from Cheltenham (Glos) explains to Keiko Yokota and Michiko Ayugai (top) the workings of a telescope.

The glamour girl is a sales assistant in the Sony Building, a focal point in the centre of Tokyo for members of Devonshire's ship's company. From her REA Mick Phillips, of Havant (Hants), is learning all about lipstick.

Sport played its part in the visit, and Lieut.-Cdr. Peter Hepstead, of Portsmouth (right) tosses the coin at the start of a rugby match between the ship's team and a local Japanese side at Yokohama.

A sight to please any sailor—the bottle of beer pleasantly displayed (below) during a visit to the Asahi brewery in Tokyo.



ASHORE & AFLOAT

the Navy's monthly glossy magazine, is on sale at each of the Royal Sailors' Rests and Community Centres Price 1s.

... or you can have a personal copy by post each month for 15s. per annum including postage

FREE—a souvenir of the Rests—key ring, serviette ring, tea spoon (please state preference)—for a 2-year subscription costing 30s.

Orders, with remittance please, to

**THE EDITOR, ASHORE AND AFLOAT
32 WESTERN PARADE, SOUTHSEA
HAMPSHIRE**

Some battles we'll help you win.

The bills. We'll take care of your regular subscriptions, insurance premiums, and hire purchase payments.

Your budget. Pay by cheque — keep tabs on what you spend. You know exactly what you are doing with your money.

Investment. Put your spare cash into National Savings Certificates, Unit Trusts or Stocks and Shares. We'll gladly advise you.

Insurance. We can help you choose the right Insurance scheme: give advice on life, personal effects, household and motor policies. Our services are explained in special leaflets available on mailing the coupon below.

To Mr. D.P. Gardiner, Services Liaison Officer, Lloyds Bank Limited, Cox's and King's Branch, Pall Mall, London, SW1. Please send me full details of your services to the Services.

NAME

RANK

ADDRESS

**Lloyds Bank,
helpful people**



Nubian's 'Hardly a dull moment' in 75,000 miles

Despite three "Beira Beats," those in H.M.S. Nubian, which arrived in Portsmouth on June 14 at the end of her third general service commission of 26 months, reckon that there has been hardly a dull moment in their globe-trotting journey of 75,000 miles.

The first part of the foreign leg of the commission, which started in January, 1967, was spent off the east coast of Africa, with visits to Massawa, Mombasa and Mauritius.

The latter part of the year was spent in the Arabian Seas. Even in the Gulf the Nubians said that life can be fun, "if you go flat out to enjoy it."

The frigate returned to Portsmouth at the end of November, spending the remainder of the commission in the Western Fleet.

Part of this time was spent on exercises in northern waters with the upper deck covered in ice. This was compared, unfavour-

ably by most to the 136 degrees of high summer on Yas Island in the Gulf.

The last spell included a visit to the Mediterranean when, apart from exercises, visits were made to Gibraltar, Malta, Athens and Istanbul.

Two charity fetes, on the lines of the local vicarage fete at home (except that some of the "ladies" sported beards) were held — one off Beira and the other at Bahrain.

The two fetes realised £320 and this sum has been donated to "Spinal Bifida," a special society which cares for children suffering from a disease of the spine.

'TINY' CAUGHT BIGGEST FISH



After an eventful year in and around the Persian Gulf, the coastal minesweeper H.M.S. Yarnon, commanded by Lieut.-Cdr. A. R. Davidson, will leave the Middle East station for Singapore on July 22.

Twice during the year, while on other patrols, gold smugglers have been stopped and the crew has had millions of pounds of bullion at their finger tips, but have had to let it go because there is no law in the Gulf prohibiting its carriage.

When at anchor the favourite pastime is fishing. Ironically the biggest catch so far was hooked by the smallest man on board — the five feet two inches Goanese Steward Martins, who caught the seven-foot shark shown in the picture.

In addition to exercises and patrols, Yarnon has visited many unusual places, and was the first warship to circumnavigate Bahrain, with its shallow waters and coral shoals.

Known to the Japanese as the "Whispering Death," the Corsair probably accounted for more enemy aircraft than any other Allied fighter in the Second World War.

Built around the most powerful engine then available, and with a huge propeller to absorb the power, the prototype reached the impressive speed of 405 m.p.h. when it first flew in March, 1940.

It was the most powerful naval fighter of that time, and contained a number of innovations — a rearwards retracting undercarriage, built-in long range fuel tanks, hydraulic wing folding, gun operation, and deck hook.

The characteristic "inverted-gull" wing enabled the length of the undercarriage leg to be shortened, giving added strength for deck landing, and decreasing the overall height of the aircraft with the wings folded, facilitating storage in the aircraft carrier's hanger.

Deck trials

The first production Corsair emerged in June, 1942. Following deck landing trials with the United States Navy, it was considered that the lack of pilot visibility, caused by the cockpit being so far aft, and the built-in bounce in the undercarriage, rendered the aircraft more suited to shore operation. It was, accordingly, allocated to the U.S. Marine Corps.

In U.S. service the Corsair made its first operation in February, 1943, at Guadalcanal, where its superiority over the Japanese aircraft was quickly established.



Chance Vought Corsair

'Whispering death' to enemy

TECHNICAL DATA

(Corsair I and IV)

By the end of 1943 the U.S. Marine Corps had destroyed the impressive total of 584 enemy aircraft.

Meanwhile, in June, 1943, the first batch of Corsairs supplied to the Fleet Air Arm under lend-lease arrangements was used to equip No. 1830 Squadron.

In all, 19 Fleet Air Arm squadrons were eventually equipped with Corsairs, the last being formed in April, 1945.

In home waters, Corsairs provided fighter cover for the memorable attack in Barracuda

aircraft on the German battleship Bismarck.

On moving to the Far East, these aircraft really came into their own, proving to be superior to the Japanese Zero and the American P38, P39, P47, and P51.

In use by British and the United States airmen, the Corsair ranged throughout the Pacific and into Japan itself.

It was while carrying out an attack in the Tokyo area that Lieut. R. H. Grey, of the R.C.N.V.R., with his Corsair in flames, succeeded in pressing home his attack and sinking a Japanese destroyer. For this gallant action Lieut. Grey was posthumously awarded the Victoria Cross.

There is only one of these magnificent aircraft left in the United Kingdom. This is held at the Fleet Air Arm museum at R.N. Air Station, Yeovilton, along with many other historic aircraft.

The museum is open to the public seven days a week throughout the summer. Service visitors are welcome at any time.

Description: Single-seat carrier-borne or shore-based fighter and fighter-bomber.

Manufacturers: Chance Vought Aircraft Division, United Aircraft Corporation, Connecticut.

Power Plant: One Pratt & Whitney Double Wasp R-2800-8 developing 2,000 h.p. at 1,500 ft. in Mk. I and 2,500 h.p. at sea level in Mk. IV.

Dimensions: Span, 41 ft. (Mk. I); 39 ft. 8 in. (Mk. IV). Length, 33 ft. 4 in. Height, 15 ft. 1 in.

Weights: (Mk. I) Empty, 8,800 lb. Loaded, 11,800 lb. (Mk. IV) Empty, 9,100 lb. Loaded, 12,000 lb.

Performance: (Mk IV) Maximum speed, 415 m.p.h. Maximum range, 1,562 miles. Service ceiling, 34,000 ft.

Armament: (Mk. I) Four fixed 0.50-calibre guns in the wings. (Mk. IV) Four fixed 0.50-calibre guns in the wings and provision for two 1,000 lb. bombs beneath the centre section.

REAL PHOTO POSTCARDS

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, Portsmouth, price 1s. each (including postage), stamps or postal order.

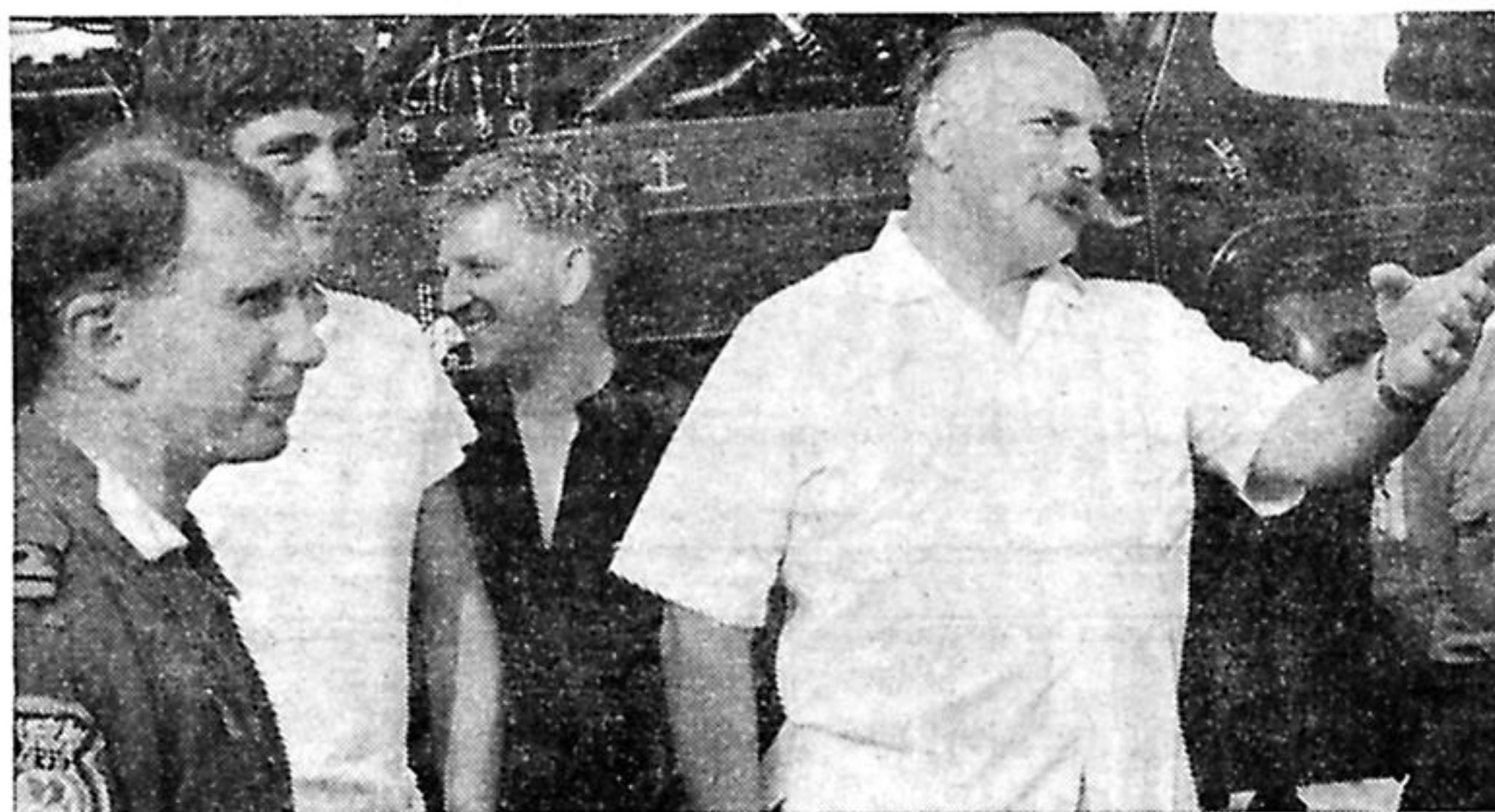
A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, and Firefly.

START YOUR COLLECTION NOW

AND NO TROMBONE



"My dear boy, it stands out a mile. I mean look!" Framed by the ship's Wasp helicopter, "Professor" Jimmy Edwards makes his point on board H.M.S. Minerva in Barbados while, left to right, Lieut. Peter Hurst, ME 1 Paul Bird, and LEM (Air) Gerald O'Connell listen intently. The "Professor" was holidaying in Barbados and had been on board for lunch.

Dogs for blind

Two frigates, H.M.S. Leopard and H.M.S. Galatea, have each presented a cheque for £250 to the Guide Dogs for the Blind Association.

Each amount will permit the purchase and training of a guide dog.

DEFENDER TOOK LIGHT

Both halves of a distant New Territories (Hong Kong) village now have electric lighting following a week's hard work by two 20-man teams of sailors from H.M.S. Defender.

Previously, only one half of the village, Sai Wan, had electric lighting, while the other, about three-quarters of a mile away, had oil lamp lighting.

The sailors' main job was to run a cable 1,500 yards over paddy fields and through thick undergrowth from one part of the village, over a steep slope, to the other and to embed 15 poles to carry it.

"It was tough going," said

Lieut. Ken Southwell, who organised the project from start to finish, "but the men stuck at it and completed the job on time."

"The type of work was strange to most of them," he added, "and they also had to adapt to living under canvas and with the minimum of facilities."

The job might never have been done had not Defender, which went to Hong Kong at the beginning of May for a three-day stay, decided to remain there longer than originally planned.

The Defender's commanding officer, Cdr. George Vallings, said: "We decided to do some

Wakeful 'the faithful'

H.M.S. Wakeful recommissioned at Portsmouth on June 13 under the command of Lieut.-Cdr. D. Wallis for further service with the Western Fleet.

The frigate has two main jobs — to act as a floating test bed for surface weapons in collaboration with the Admiralty Surface Weapons Establishment, Portsmouth, and to provide advanced navigational training for junior ratings.

Wakeful is one of the oldest Navy ships still in operation. She was laid down as a destroyer in June, 1942, and celebrated the 25th anniversary of her launching on June 30 last.

She was fully converted to a fast anti-submarine frigate in 1952-53.

work of benefit to the community."

Apart from the Sai Wan electric light project, the destroyer's crew also did six days' work on Lantau, painted a hospital, and made a playground at Ping Pao.

Equipment for the Sai Wan job was provided jointly by Defender and local authorities. Lieut. Southwell, who is Defender's deputy weapons and electrical officer, made two trips by helicopter to Sai Wan to plan how the job was to be carried out.

He was aided at the site by Sub-Lieut. D. Stiles, who led the first team which carried out the pioneering work, and by the local District Officer.

Diagonal SERGE SUITS
only £9/19/6

READY TO WEAR—34-42 Chest

Admiralty Specification Weight

£14/14/- Ready to Wear

£17/17/- Made to measure

Large Stocks of

Modern Men's Wear
Casuals and Footwear

Officers' Promotion Outfits at
Competitive Prices



GREENBURGH BROS. LTD.
81/82 QUEEN STREET, PORTSMOUTH

Tel. Portsmouth 26331

Also at Devonport, Gosport, Chatham, Portland,
Scotland and Valletta, Malta

ORDER FORM

Please deliver Navy News monthly to

Name

Address

commencing (month)

I enclose postal order/cheque, value 17s., for 12 issues

CIRCULATION MANAGER, NAVY NEWS
13 EDINBURGH ROAD, PORTSMOUTH

FUNNEL A TOTEM POLE

Eskimo's badge of visits

When H.M.S. Eskimo returned to Portsmouth on May 16, her forward funnel bore evidence of the places she has visited.

An Arab dhow showed that she had served as a Persian Gulf ship. A Maltese Cross pointed out that she had spent three months in the Mediterranean as a result of the Arab-Israeli war last year.

A Springbok marked three weeks in Simonstown, and three visits to Mombasa while engaged on the Beira patrols resulted in the addition of a Kenya warrior's shield.

After exercising with the commando ship H.M.S. Bulwark, an operational badge was added.

The Beira patrol boredom was relieved by a kite-flying competition, two officers winning themselves bottles of champagne.

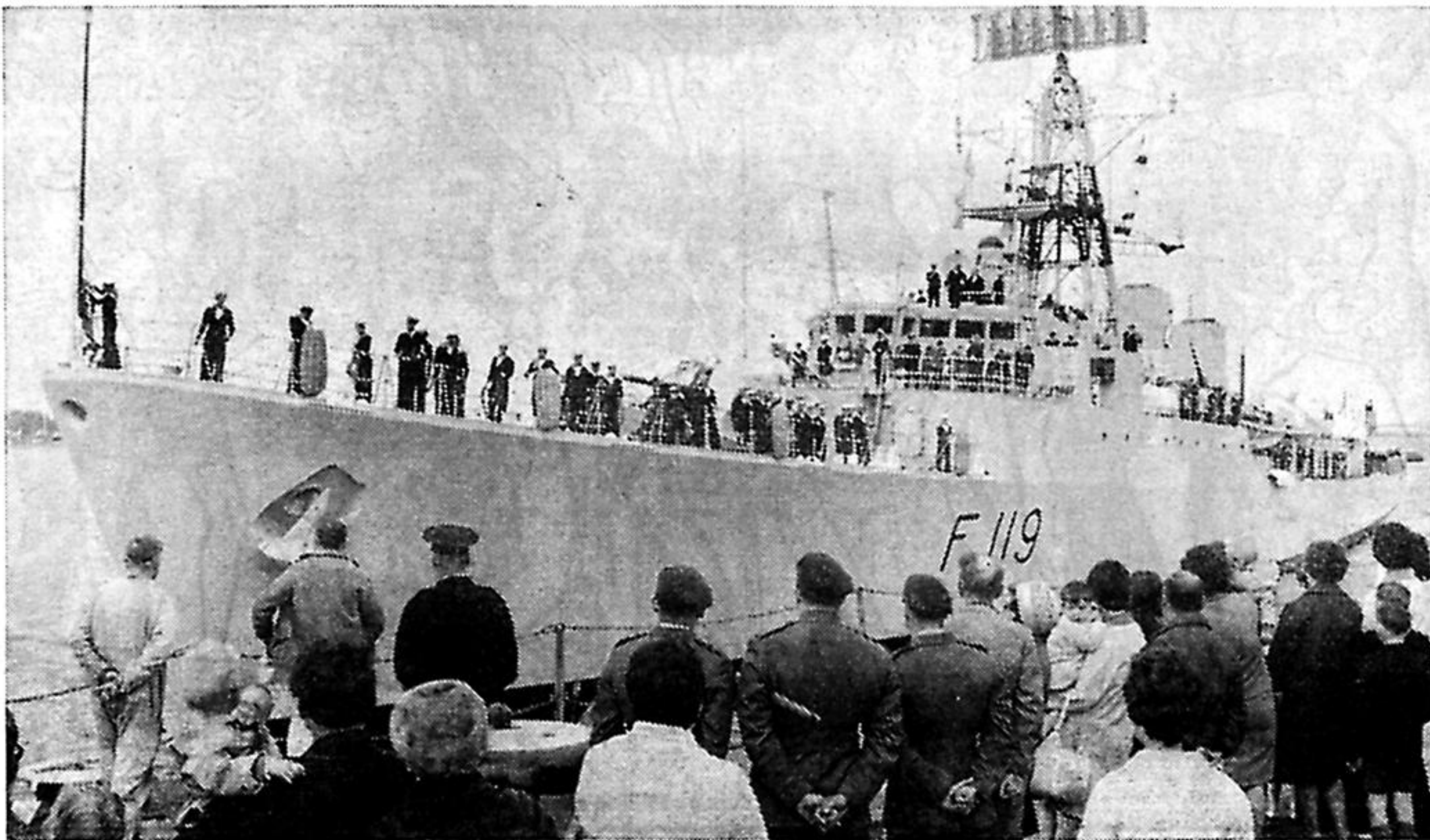
With chart tracing paper and about 5,000 feet of line, Lieut.-Cdr. P. Dalrymple-Smith and Lieut. G. Rapley flew the highest kite.

When the ship visited Karachi, a number of the ship's company bought parrots. Two flew away and the rest died shortly after embarking.

Schoolboys go to sea

Aiming to show the public what life is like in the modern Navy, H.M. Ships Malcolm, Grafton, Keppel, Duncan and Odin, took part in this year's "Meet the Navy" tour of United Kingdom ports.

Large numbers of schoolboys and sea cadets were taken to see demonstrations of gunnery, anti-submarine mortar firings, jackstay transfers from ship to ship and other items to show the ships' capabilities.



A CRUISE IN BRITANNIA

The Royal Yacht Britannia took part for the first time in the Navy's "shop window" exercise Seadays, which took place from June 17 to 28.

Each day, Britannia took guests for a grandstand view of the exercises at Spithead, the other ships taking part being the guided-missile destroyer Hampshire, destroyer Decoy, frigates Danae and Jaguar, the submarine Grampus, and the Royal Fleet Auxiliaries Almeda and Lynessen.

In March it was announced that Britannia would take part in exercises, the Queen having expressed a wish that the ship should be used on other than royal occasions.

Another Barrosa calls in

One of the battle honours of the destroyer H.M.S. Barrosa, fourth of her name, is "Chimonoseki, 1864." By a coincidence most of the ship's company had their first sight of Japan at the very place where, just over a century before, the second Barrosa, a corvette of 2,430 tons, took part in the bombardment and destruction of the Japanese batteries there.

The magnificent welcome by the citizens of the town, which was begun when the captain was presented with a key to the city by the mayor, showed that old scores had been completely forgotten.

When the ship was open to visitors she took on the appear-

ance of a destroyer evacuating the beaches of Dunkirk — the decks were jammed with sight-seers from stem to stern.

RATINGS MAROONED

Ratings found themselves marooned at one end of the ship unless they felt like entering a mass which looked like a gigantic rugby scrum.

Japanese police with megaphones tried to keep the crowds moving along the route, but had only partial success.

More than 8,000 visitors went on board during the two afternoons, but special parties of students and personnel from the Japanese Maritime Self Defence Force, to say nothing of a children's party, all assisted in giving the decks a well-trodden appearance.

A crowd, several times larger than the ship's complement, crammed the jetty when the destroyer left the port.

NAGASAKI NEXT

In company with Dido and Llandaff, the next port of call was Nagasaki, where the most conspicuous feature was a recently launched tanker, said to be of 300,000 tons.

Although much larger than Chimonoseki, the ship's company was again made very welcome, and enjoyed visiting an astonishing range of bars and clubs.

Tours were arranged to the nearby national park, and many visited the place of the second nuclear explosion and its museum.

A few were able to visit Mitsubishi shipyard and to see the highly efficient organisation for the mass production of super-tankers.

STEPS RETRACED

There were, however, one or two who settled for a sight-see-

WAITING FOR ALBION

Prams were on parade in Singapore Dockyard when the commando ship Albion berthed after exercises. Embarked in Albion, part of the Far East Fleet, were 40 Commando, Royal Marines, and 848 Squadron. Both of these units have their headquarters at the Fleet Amphibious Forces Base at Sembawang, in Singapore.

Picture by Tom Pearce

Returning in the sunshine to Portsmouth, H.M.S. Eskimo will be operating with the Western Fleet
Picture by PO(Phot) D. Morris

Non-stop trip to Cyprus by Sea Vixens

Twelve Sea Vixens of 893 Naval Air Squadron added another chapter to the history of the Fleet Air Arm by flying non-stop from R.N. Air Station, Yeovilton, to R.A.F. Akrotiri, Cyprus.

This was achieved with the aid of Victor I tankers from R.A.F. Marham, providing air-to-air refuelling along the route.

It was the first time a naval air squadron had deployed in such a manner and they achieved the longest range flight by the Sea Vixen—2,200 miles, and by a whole squadron of naval aircraft.

The Sea Vixens flew in pairs, making two air-to-air refuelling rendezvous in a total flight time of five hours.

DEFENCE EXERCISE

893 Squadron detached to Cyprus for 10 days with the object of participating in an air defence exercise of the island. The whole squadron was fully operational within 36 hours of the first maintenance personnel and stores leaving Yeovilton.

The Sea Vixens returned to Yeovilton with air-to-air refuelling contacts south of Crete and above the Straits between Malta and Sicily.

The commanding officer of the squadron, Lieut.-Cdr. R. McQueen, led the first wave of Vixens on both the outbound and return legs of the deployment.

'QUIET' RALLY AT YEOVILTON

More than 600 disabled persons from all over Somerset attended a rally at the R.N. Air Station, Yeovilton on May 22.

The band of the Royal Marines and the Volunteer Band from Yeovilton played for most of the afternoon.

A specially quiet flying display was arranged, a Tiger Moth and glider being used.



just like the good old days No Purchase Tax!

It's true—a new Hillman Minx can be supplied free of Purchase Tax providing you export within 6 months. All you do is contact Bill Hipkin of E.M.A.—he does the rest—insurance, shipping, export formalities—everything. You sit back and enjoy the pleasure of owning the exciting Hillman

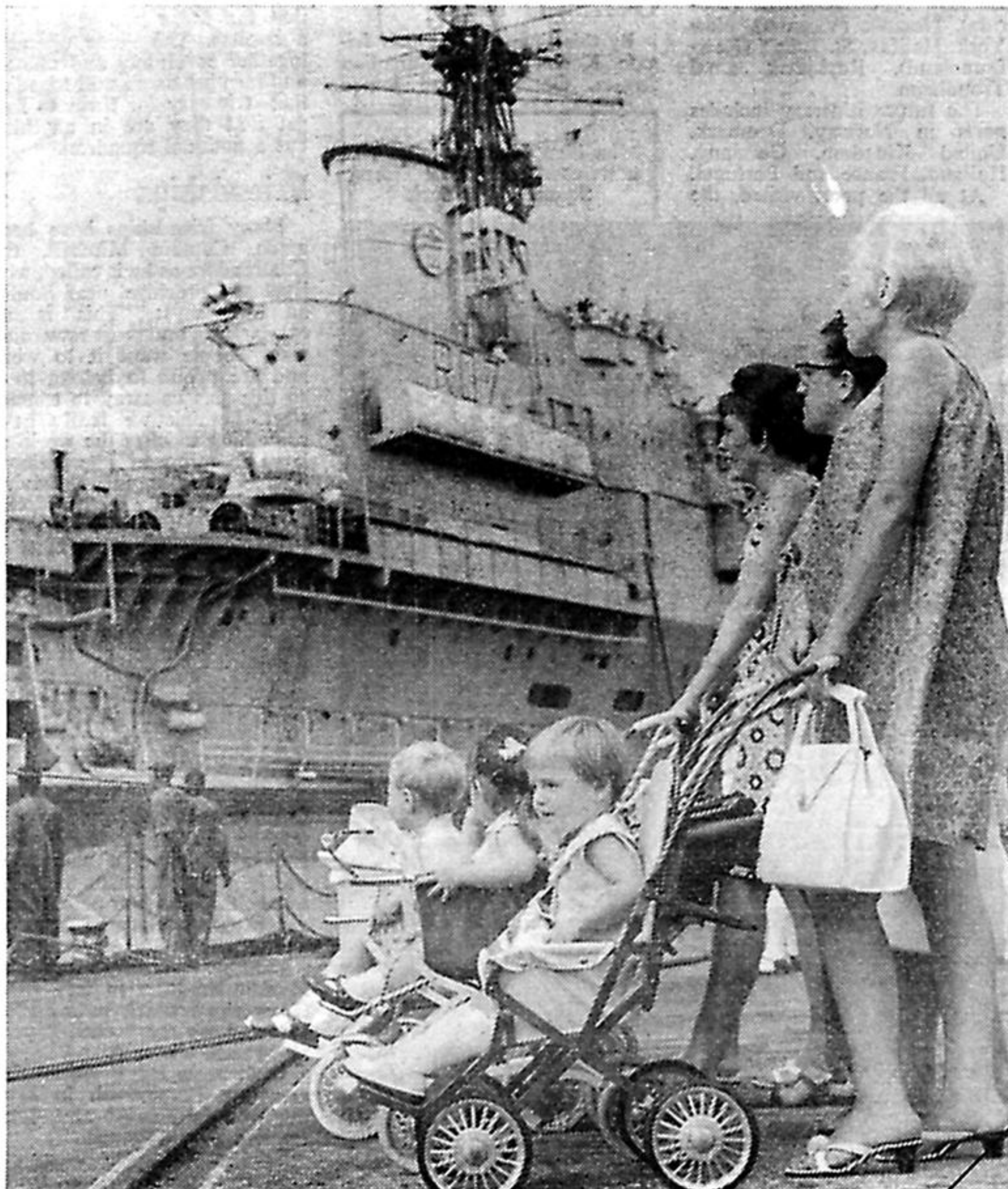
Minx—free of tax and worry.
Hillman Minx
£610



E.M.A. LTD

GROVE RD
SOUTHSEA

Tel: P'mth. 23261



Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

Sword for peace

At a time of chaos on the railways and other serious industrial strife, the Secretary of State for Defence, Mr. Denis Healey, had praise for one of the "truly international trade unions, the Royal Navy."

He was speaking at one of the rare occasions when tribute is paid to the work of the forces in helping civil populations at home and overseas—the presentation of the Wilkinson Sword of Peace to the Services.

Month by month the pages of "Navy News" record the Navy's part in rescues, the bringing of medical aid, working parties for charitable institutions—even the supply of water or power to stricken communities.

This year's naval recipient of the Sword of Peace is H.M.S. Gurkha. While in the Persian Gulf the ship heard of a badly-injured boy and after a difficult overland journey he was taken to the ship and his life saved by an operation.

On every opportunity that presented itself, Gurkha "extended or continued the good relations that the Royal Navy has with many peoples." The award is no less esteemed by the remembrance that the ship's record is typical of the Navy's peace-time role.

Changes in drafting

Conditions of service in the Navy are in a constant state of change to meet new ideas, different standards, or varying requirements. Pay, comfort, promotion—all have seen advances which bring gasps of astonishment to veterans. As befits a department which affects sailors' lives more than any other, drafting is an aspect of Service organisation coming under scrutiny perhaps more than any other.

Months of close study have gone into the new regulations now issued. The effort to widen rules over the greatest possible number of contingencies necessarily involves some complexity, but if hopes are realised they should mark yet another step forward in "fair shares." The whole business can never be more than a compromise. The ultimate is that the sailor should believe it to be the best that can be attained.



"Standing Naval Force in the Atlantic eh? You could have fooled me!"

Multi-force makes history

Ports around the British Isles will soon be seeing a group of visiting ships with an unfamiliar emblem on their bridge wings: the STANAVFORLANT plaque. STANAVFORLANT is the abbreviation for the Standing Naval Force Atlantic—the N.A.T.O. naval force which was formed in January this year at Portland.

Many readers of "Navy News" will remember the Matchmaker Squadrons which carried out exercises and made visits to N.A.T.O. countries. Such was the success of the Matchmaker exercises that it was quite apparent that a permanent N.A.T.O. Navy was entirely feasible.

It had also become apparent that the Soviets were building up their maritime strength and influence and that they were beginning to understand the meaning and value of sea power on a world-wide scale.

Strategy reviewed

Thus at the N.A.T.O. ministerial meetings in Brussels in December, 1967, N.A.T.O. strategy was reviewed, and it was decided that a permanent N.A.T.O. naval force should be formed; that this force should be operational; placed under the operational command of the Supreme Allied Commander Atlantic, and be held ready to carry out the directives of the North Atlantic Council.

So it came about that four ships assembled in Portland for

the activation ceremony on January 13. H.M.S. Brighton was the Royal Navy's contribution; from the Netherlands came the destroyer Holland; Norway provided the destroyer Narvik; and from the United States came the destroyer Holder.

The Senior Officer for 1968 was to be a Royal Navy officer, Captain G. C. Mitchell.

By Lieut.-Cdr. J. H. McLeod-Hatch, R.N.,
P.R.O. Standing Naval
Force Atlantic

The Commander-in-Chief Eastern Atlantic, Admiral Sir John Bush, took the salute at the activation ceremony and inspected the guards provided by each ship.

Afterwards he told the assembled officers and men: "You will be like a policeman on the beat, threatening no one but deterring trouble-makers."

Immediately after the ceremony the ships sailed for shake-down exercises. These were fairly simple at first, but gradually increased in complexity as the crews became familiar with each others variations of procedures and unfamiliar accents.

English, one of the official N.A.T.O. languages, is the language used for intercommunication in the force.

Different meaning

However, as all those who have served in the force now know, there can be differences in the use of English words and their pronunciation.

For example, the Americans and Canadians call signals messages; the Americans call a light jockey a highline.

If a Dutchman says, "I switch off my station," he means "closing down on this circuit."

When an Englishman talks about a catamaran, the Americans think he means a twin-hulled sailing craft. They would have said "camel."

It takes about a month of continuous operating to smooth out differences in procedures and learn to make the best tactical use of many different weapon systems, and this is one reason why it will be valuable to have the force permanently in existence.

In addition to exercising, the force has been showing itself off to the people of some of the N.A.T.O. countries by making port visits.

Naturally these visits give the crews an opportunity of getting to know each other; at official and informal social functions, on the sports field and simply by dropping in around midday.

Ports of call so far have been: Londonderry, Greenock, Azores, Bermuda, San Juan (Puerto Rico), St. Thomas (U.S. Virgin Islands), Fort Lauderdale (Florida), Norfolk (Virginia), New York, Halifax, St. John's (Newfoundland), Reykjavik and Trondheim.

The future itinerary includes ports in Norway, Denmark, United Kingdom, Germany, Holland, France and Portugal. At all the ports visited, the

force has been given a tremendous welcome by the local inhabitants and great interest shown in its international aspect. (It is in fact the first multi-national peacetime naval force in history.)

Perhaps the biggest and noisiest reception and the fullest programme was in that city of superlatives, New York.

All the newspapers carried front-page photographs and articles on the force, fire boats sprayed water, flags flew, neon signs flashed a welcome, and there was nation-wide television and radio coverage.

Tours, visits, theatres and dances in profusion made sure that no one had a moment to say, "What shall I do next?"

Germans there

By this time the German frigate, Koeln, and the Canadian frigate, Gatineau, had joined

Miss New York switches on a welcoming sign in Times Square, New York



New home for the divers at Vernon

New accommodation costing £100,000, for the Admiralty Experimental Diving Unit at H.M.S. Vernon, Portsmouth, was opened on May 31 by Admiral Sir Horace Law, Controller of the Royal Navy.

The design and construction of the new building—the first permanent home for the unit—was under the direction of the Area Office in Portsmouth of the Ministry of Public Building and Works.

The unit was started in 1946 to support the Royal Navy's Clearance Diving Branch, then developing, and has occupied a variety of temporary accommodation since then.

The accommodation comprises offices, laboratories, store rooms, a workshop, compass room, drawing office, accommodation for the experimental diving team, and associated medical inspection rooms.

Work-up base is 'At Home'

The Portland Naval Base will be open to the public from 12.30 p.m. to 6.30 p.m. on August 10 and 11, when frigates and submarines will be open for inspection, and naval helicopters and much of the equipment used in the modern Navy will be on view.

Flying demonstration by helicopters will take place and the ceremony of Beating Retreat will be performed by the Royal Marines' Band of the Plymouth Group, who will also play during the course of each afternoon.

Holidaymakers who normally live far from the sea should take the opportunity for a glimpse of life in the Royal Navy.

the force, and particular interest was shown in the German participation.

There are few who would say that the force is anything but a success. The force operates together so closely and officers and men get on so well together that it is easy for them to forget that they are in anything but a national squadron.

Friendships

Many friendships have been made. Captain Mitchell, the Commodore as he is called, who lives at Curdridge, near Southampton, says: "This is an exhilarating and most rewarding task. People want it to work and are proud to belong to it so this gets us away to a great start. I think we really have something to offer the world at large in terms of international co-operation, as well as having a competent and effective force."

Chief RS(W) Bill Adams, of Penarth (Glam.), spends most of his time in the foreign ships.

"When we started in January," he said, "I thought we would never be able to operate together because of the differences in operating procedures. Now, after four months, we're making the grade."

Ship exchanges

Many of the ratings have got to know their opposite numbers through spending a few days at sea in the foreign ships. On nearly every occasion of going to sea, three or four officers and sailors are exchanged between ships.

H.M.S. Argonaut relieved H.M.S. Brighton in late June. Other ships which have served in the force are F.G.S. Bayern and U.S.S. Glennon.

U.K. ports being visited this year are Portsmouth in July, Portland in August and, later on, Rosyth and Belfast.

LIFE IS FOR LIVING

Enjoy it FULLY in a Nicholls Home



Everything about a Nicholls home has been planned to ensure the quality of life discriminating people are seeking for themselves and their families.

See the Nicholls Homes now under construction at Wraybury Manor, Emsworth and Edgeharbour Farm, Farlington.

- There's comfort—every house is centrally heated.
- There's value—prices range from £4,250 freehold.

For full information write or phone

nicholls
HOMES

JOHN C. NICHOLLS LTD.
Registered Builders since 1938
Fitzherbert Road, Farlington,
Portsmouth. Tel: Cosham 70032.



COLLINGWOOD'S ROYAL VISITOR



Lieut. J. F. J. Simpson, of Folkestone, with the battle ensign, the Queen Mother's gift, while the ship's company of H.M.S. Collingwood, led by the Captain of the establishment, Capt. P. A. Watson, give three cheers for Her Majesty

Jutland ensign presentation

When Queen Elizabeth the Queen Mother visited H.M.S. Collingwood on June 11, 2,000 sailors, headed by a 100-strong Royal Guard, and a Blue Jacket band, saw her present a battle ensign, worn by the 19,000-ton battleship H.M.S. Collingwood at the Battle of Jutland in 1916, to Capt. P. Watson, Captain of the establishment.

The ensign was one of the Queen Mother's wedding presents. At Jutland, Collingwood flew four battle ensigns, and two of these were obtained by Lieut. (later Admiral) Campbell Tait, who was in charge of "A" turret.

Helping to man that turret was the late King George VI, then Prince Albert, who that very month had been confirmed as a sub-lieutenant.

Lieut. Tait presented one of the two ensigns to King George VI and Queen Elizabeth at their wedding.

BATTLE VETERANS

Among the many spectators were 38 veterans of the Battle of Jutland, including 18 who had served with the late King in the battleship Collingwood.

Making the presentation, the Queen Mother said: "Since the first Collingwood was completed in 1841 the ship has played a proud part in the defence of our country, for, from the earliest days, it has been the fleet

which has borne the shock and burden of attack and defence."

Queen Elizabeth went on: "Today, Collingwood is no longer at sea, but in her way she is still very much a capital ship."

"In this age of modern and sophisticated weapons, it is the sailors trained for technical engineering and weapons engineering who have a major role in operating the many small ships in the Fleet."

PLANTED A TREE

After the presentation, the Queen Mother took the salute at the march past. To mark her visit she planted an oak tree near the Jutland block of the establishment.



The only Wren in H.M.S. Collingwood's Bluejacket Band—Dorothy Stuart, of Newburgh (Fife)



The Queen Mother and Admiral Sir John Frewen, the Commander-in-Chief, Portsmouth



ABOVE: Wren Margaret Turpie, at that time the youngest Wren in H.M.S. Collingwood, who presented a bouquet to the Queen Mother

BELOW: Her Majesty with Band Sergeant John Hargreaves inspecting the band



BUY BRITISH BUY BERNARD BUY BEST

By Buying at Bernards you are sure of Good Value, Personal Attention and a Reliable and predominantly British Service.

Bernards have served The Royal Navy for more than seventy years and thoroughly understand the requirements of the Serviceman and his family. With the result that most items are readily obtained through a Bernard Branch or the Mail Order Department at Harwich.

And the cost of such orders may be charged to a Credit Account for settlement by Bankers' Order or Naval Allotment where this is preferred to paying cash. No charge is made for Credit terms.

It makes sense to spread your purchasing expenses over a period. So make a point of starting an account with Bernards NOW: For on every aspect of Quality and Service—

You Really Do Buy Better at Bernards

C. H. BERNARD & SONS LTD

8 Queen Street, Portsmouth Telephone 23535

Other branches at: Chatham, Devonport, Portland, Deal, Grimsby, Londonderry, Helensburgh, Dunfermline, Gibraltar, Valetta and Sliema, Malta; and at Lossiemouth, Arbroath, Brawdy, Culdrose, Worthy Down, Corsham, Lympstone, Yeovilton, H.M.S. Dolphin and H.M.S. Pembroke, Officers' shops at Plymouth, Portsmouth and Southampton.

Head Office: Anglia House, Harwich, Essex. Telephone 2281.



EVER HEARD OF DTS . . . ?

Do you know us as "The Seventeenth Frigate Squadron . . ." as "the Dartmouth Training Squadron . . . ?" or do you not know of us at all ?

Have you ever served with the DTS? Have you ever thought of serving with the DTS? I wonder . . .

If your answers to these questions are No, No, Yes, No, No,—in that order—then I suggest you read on just a little further, because I have some true gems of information which will be of value to every man now serving in this Navy of ours!

The Dartmouth Training Squadron is a way of life. It is, in many aspects, quite like the operational navy that you already acquaint yourself with—either through the "glossies" in your training establishment, or through the long and impressive story told by the many completed lines in your Service certificate . . . but at the same time, there are so many aspects which make it quite different.

It is these different aspects about which I think you should know, because we, here in the squadron, form quite an important part of the Navy, and many

Tuning up for officers and ratings

of you who have not yet served with us, may well find yourselves doing just that at some time in the near future.

The task of training officer cadets from the Royal Naval College at Dartmouth is one which has been going on now for far longer than either you or I have been in the Navy, and there have been many changes in routines and programmes.

in the squadron, you very soon find that you have got to learn your job fast. You even sometimes find someone here who knows even less than you—a very comforting thought for someone straight out of a training establishment.

Your chances of advancement are very high because remember, we are specialists here in training, and anyone with a will to go places fast gets the extra attention required . . . not a thing you will get in some of the more routine operational ships.

As an able rate or leading hand, your task is even more interesting. You have not only your own job to fulfil, but also quite often find that you are involved in the instruction of cadets and juniors alike, as they go about their everyday



manoeuvres from department to department.

You can guess what I am going to say about the senior rates—no doubt. Here in the squadron, the chief petty officers and petty officers require the ultimate of patience and instructional ability—plus sometimes a little more than the ultimate!

Typical cruise

During the cruises, which normally last about 11 or 12 weeks, we try to visit as many interesting places as possible—a typical cruise being say, Plymouth - Gibraltar - Malta - Rome - Naples - Athens - Malta - Gibraltar and return.

Training aboard H.M.S. Eastbourne

We are naturally quite a "show-the-flag" squadron, and we enjoy it too, for tied up with this, one always finds great hospitality in the many different ports which is quite unmatched by many other routine visits.

At sea, work is centred around cadet training with all kinds of evolutions where the cadets actually con the ship, navigate, anchor and manoeuvre her. In fact, they do all but . . . no, perhaps even that sometimes!

What do we achieve in the Squadron? Not an easy question to answer by any means, but it is a start to say that we teach a large number of young men a

large number of new things in a very short space of time.

Cadets stay only one cruise, sailors stay only a year. In these short periods we try to turn cadets into reliable young officers with the basic knowledge that they require of the lower-deck, and countless generations of juniors and ordinary rates into very competent and knowledgeable sailors.

Their pride

And what do we do for the senior rates? Do we just give them grey hairs and bring them to the absolute end of their tolerance limits?

Far from it. Our senior rates take a great pride in the task that is set for them and indeed, achieve a fantastic amount of satisfaction as they see yet another batch of well-pruned, well-tuned young naval officers leave the ship.

This is a Home Sea Service billet—yes, and I admit that we are away for periods of 12 weeks or so at a time; but let us not forget, gentlemen, that we also spend some six or seven weeks in Devonport between cruises, so that there is even a provision for those who do suffer from grey hairs or waning tolerance.

Remember . . .

Perhaps you will never come here . . . but bear in mind that we do exist, and now that you have read what I've written, perhaps your answers can be re-read as Yes, Yes, No, No, Yes—and I will!

See you in Oslo.

THE END OF TERM



' . . . AND THE SAME TO YOU! '



Training communications yeoman observing cadets receiving a message in morse by light signals

Phone 22045



BAUN & CO.

Tailors and Outfitters to the Royal Navy since 1880

14 QUEEN STREET
PORTSMOUTH

BLAZER BADGES. Large stocks always available including Branch badges for Submarines, Electrical, Gunnery, Engine Room Communications, Diving, Artificer Supply and Secretariat, Anti-Submarine, Navigation, Fleet Air Arm, Royal Marines, W.R.N.S., etc.

Orders by post welcomed to which immediate attention is given

Four frigates

At present, we find ourselves with four type 12 frigates—Scarborough (the leader at present), Eastbourne, Torquay and Tenby.

Generally, either two or three of these four fairly elderly ships are involved in cadet training, while the remaining one or two employ the dockyard in refit or cruise around the British Isles and Home waters, training seamen and other new entries from the many junior training establishments.

As a junior or ordinary rate

GALE & POLDEN LTD.

At your service for:

Quality Printing

Christmas Cards

Die-Stamping

Invitation Cards

Menu Cards

Place Cards

Embossed Stationery

Mess and Club

Account Books

Rubber Stamps

Illuminated Crest

Wall Plaques

Crossing the Line,
Blue Nose and Date
Line Certificates

Transfers of Unit
Badges and Crests

Calling Cards

Crested Ash Trays

Year to View-Wall
Charts

Crested Scripto Ball
Pens

Nyrex Display
Books with
transparent pockets

Admiralty Charts

Official Ordnance Survey Map Agents

GALE & POLDEN LTD.

EDINBURGH ROAD, PORTSMOUTH

Telephone 22052

FILMS FOR SHOWING TO THE FLEET

Two lasses in comedy romp



Rita Tushingham, comedienne, comes as a surprise to cinema-goers accustomed to her usual roles, but that expressive face which its owner finds so graceless is a "natural" to raise the laughs.

In the hilarious "Smashing Time," Rita and Lynn Redgrave have a spontaneity, springing from a natural sky-larking friendship.

Still more fun in "Carry on Doctor" give a welcome lightheartedness to the latest pictures released by the Royal Naval Film Corporation for showing to the Fleet.

The full list is as follows—

Smashing Time—Rita Tushingham, Lynn Redgrave, Michael York. A comedy romp with songs, concerning two girls from the North who invade London. (Paramount). No. 676

Assignment K—Stephen Boyd, Camilla Sparv, Michael Redgrave. A typical spy and counter-spy story full of twists and mysteries and some tough action. (Columbia). No. 677

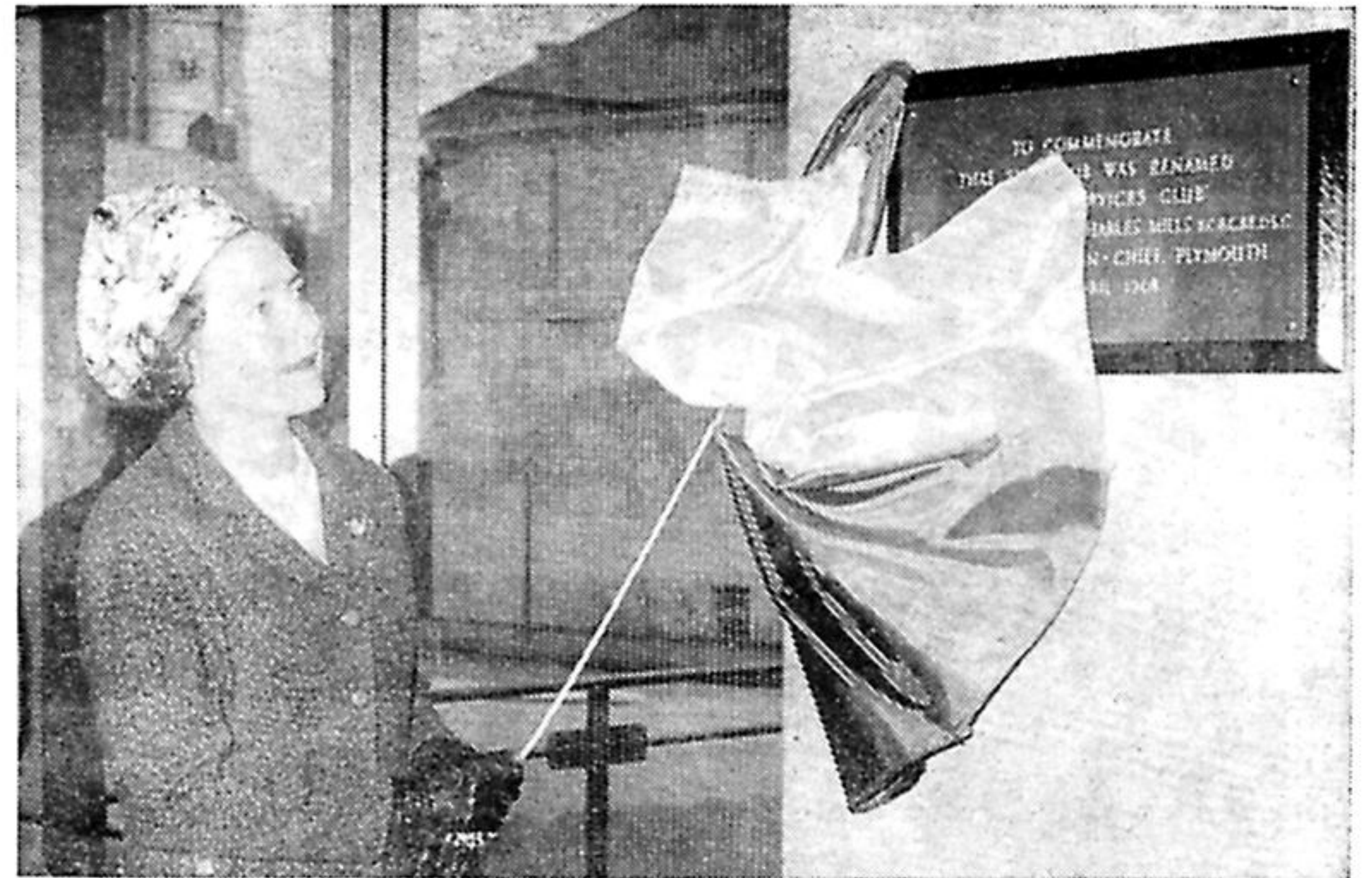
The Comedians—Richard Burton, Elizabeth Taylor, Alec Guinness, Peter Ustinov. Based on Graham's novel, the film is set in the sinister atmosphere of Haitian dictatorship. (M.G.M.). No. 678

Carry on Doctor—Frankie Howerd, Sid James, Barbara Windsor. More in the style of the earlier "Carry On's," this film contains almost every known hospital joke. (Rank Film library). No. 679

Grand Prix—James Garner, Eve Marie Saint, Yves Montand. Epic drama of grand prix motor racing. The vividness of the racing scenes is magnificent and provides exciting entertainment. (M.G.M.). No. 680

An agony all girls understand—"her feet are killing her." Lynn Redgrave (left), in the "Smashing Time" trek to Carnaby Street

N.A.A.F.I. CLUB RENAMED



The Plymouth N.A.A.F.I. in Notte Street has been renamed the Hoe Services' Club, a name which not only gives a geographical definition, but also states for whom the club is intended. The Commander-in-Chief, Plymouth, Vice-Admiral Sir Charles Mills, renamed the club. To commemorate the occasion, Lady Mills unveiled a plaque in the foyer.

Picture CPO (Phot) D. G. Wheatley

All the fun of the fair at Rosyth

The Navy Fair—the biggest single effort organised by the Royal Navy and its associated civilian personnel in the Forth area for local and seafarers' charities—was held at the Fleet Recreation Grounds near Rosyth on June 15, being opened by Miss Moira Shearer (Mrs. Ludovic Kennedy).

"All the fun of the fair" for all the family was provided. The stalls and side-shows included coconut shies, skittles, crockery breaking, pistol range, a fortune teller, electric games and treasure hunt. For the children there were pony rides, races, a trampoline, and a toy town train.

There were three bands, displays by police dogs, the fire brigade, judo experts and gymnasts.

Static displays included a helicopter, vintage motor cycles, diving equipment, and a Fishery Protection exhibition.

For easy car ownership choose NAAFI and enjoy these advantages

- * 'GO ANYWHERE' CAR HP. No snags when you are posted. (Many companies insist that the car must stay in the UK until the agreement is fully paid).
- * UP TO 12½% DISCOUNT on the basic price of many popular makes of British cars bought through Naafi from a dealer in the UK.
- * LOW HP CHARGES
- * FIRST-CLASS CAR INSURANCE
- * DEPOSIT SAVING—a unique scheme that will reduce the HP cost of your car.

Naafi's Credit Manager will be pleased to send you full details of the Naafi way to easy car ownership. Complete and post the enquiry form today.

To: CREDIT MANAGER, NAAFI HQ, LONDON SE11

1. I am thinking of buying the following new car under the Naafi scheme providing a substantial saving on the basic price
Make _____
Model _____
Extras and accessories required _____
2. Delivery date requested _____
3. Address for delivery _____
4. The car is for Home use
The car is for Export use in _____ (state country)
5. I wish to pay for the car by cash in full
I wish to use the Naafi Car HP Scheme
I wish to trade-in my present car if possible
Make _____ Year _____
Delete whichever is NOT required
6. (a) Rank _____
Name (Block Letters) _____
(b) Address for reply (Block Letters) _____
7. Date _____

"FIRST" SQUADRON NOW 25

The Navy's first front-line helicopter squadron—848—was first commissioned as a torpedo attack squadron with Avenger aircraft, on June 1, 1943.

Now embarked in H.M.S. Albion, the squadron celebrated its silver jubilee and the accompanying photograph shows the "25" formation flypast on that occasion.

Having operated with H.M.S. Formidable in the Pacific campaign, gaining battle honours at

Okinawa and Japan, the Avenger squadron was disbanded at the end of the war.

On commissioning again in 1952, in Malaya, the squadron was equipped with 10 Sikorsky S.55 Whirlwinds, six years being spent on continuous active service—anti-terrorist operations of the Malayan emergency.

The squadron commenced trials as the Navy's first Commando Squadron in Malta in 1958, seeing service in Cyprus supporting No. 45 Commando

on its internal security duties.

In 1959, 848 was re-equipped with 16 Westland Whirlwinds at Worthy Down, and a year later embarked in H.M.S. Bulwark for the Far East, on the carrier's first commission as a commando ship.

From the time of the Brunei revolt at the end of 1962, until the Indonesian confrontation ended in September, 1966, 848 Squadron, with her sister squadrons 845 and 846, was engaged in counter-insurgency operations.

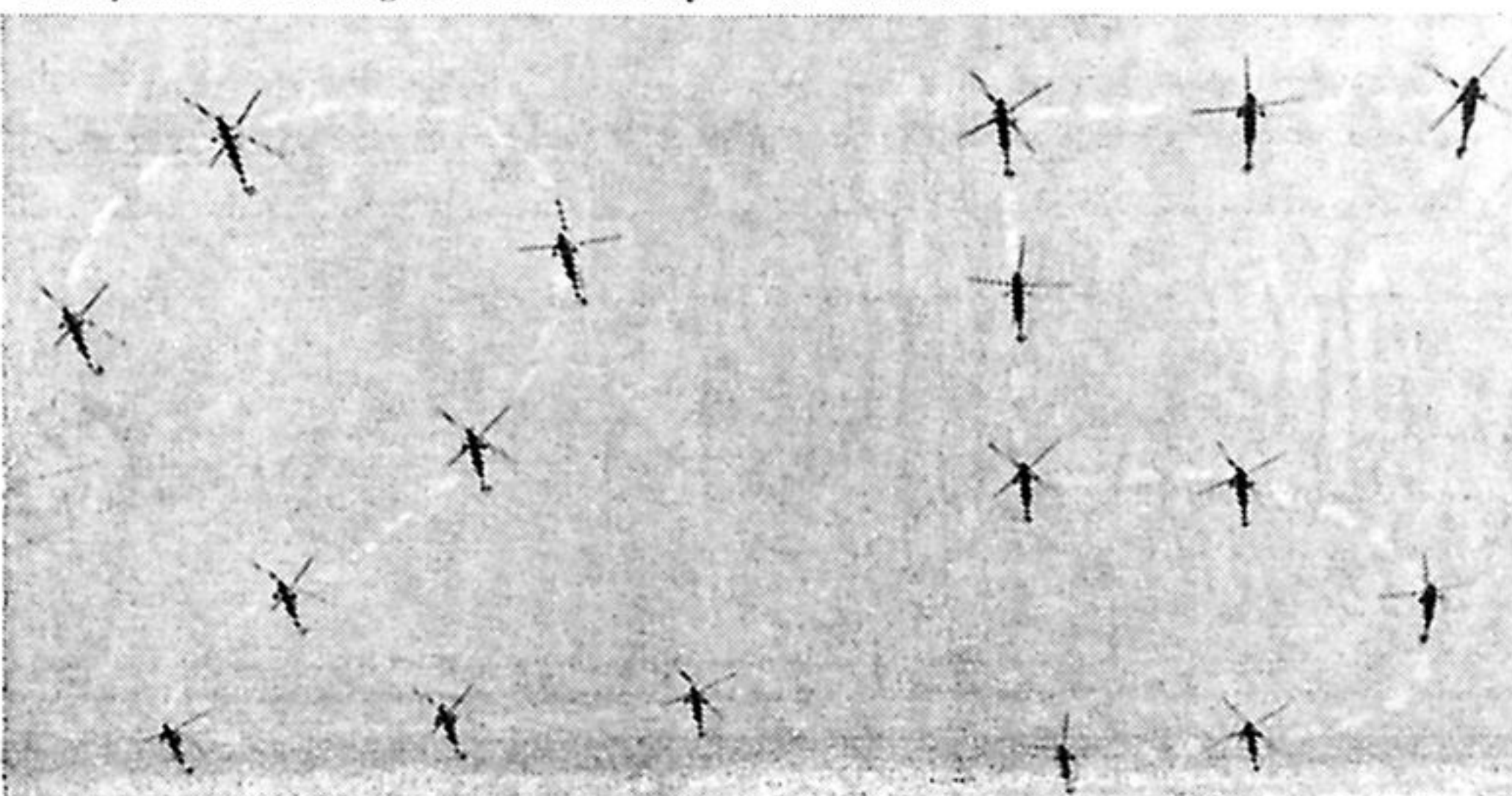
There was a conversion to the

successful Wessex Mk.5 helicopters in mid-1964, which have now been in operation as far afield as the desert areas of the Radfan Mountains and the humid jungles of Borneo.

In September, 1967, the squadron, under the command of Lieut.-Cdr. P. J. Williams, embarked in H.M.S. Albion. In October and November it helped in the British military withdrawal from Aden.

On November 29, Independence Day, the squadron lifted out the final 500 men of 43 Commando from their key positions around Khormaksar airfield.

848 Squadron celebrating its 25th anniversary in "25" formation



Hobbs Savill & Bradford (South West) Ltd
CONSULTANTS FOR PENSION FUNDS, LIFE ASSURANCE
MORTGAGES AND ESTATE PLANNING

2 ST. ANDREWS CROSS, PLYMOUTH Telephone: Plymouth 67261/3
CORONATION HOUSE, KINGS TERRACE, SOUTHSEA Telephone: Portsmouth 25448

London Office:
22-25a SACKVILLE ST., LONDON W1

ALSO AT BIRMINGHAM AND MANCHESTER



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER
Patron: H.M. The Queen

"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Wear entertains two frigates

Two coach-loads of Wear branch members and their friends went to Newcastle Quay on May 29, where they were welcomed by the ships' companies of H.M.S. Ships Malcolm and Grafton, then paying a visit to the Tyne.

The occasion became a two-way effort, for when the coaches returned to Sunderland, a large number from each ship had joined the Wear party.

Since the ships left the Tyne, many letters of thanks have been received.

The two ships presented plaques to the Wear branch to commemorate their visit.

Work prevented Shipmate T. Hutchinson from attending the meeting on June 7. Had he been present he would have been presented with a cheque for £260.

Shipmate Hutchinson is the secretary of Sunderland branch of Lukaemia Sufferers, and the sum had been donated by the shipyard workers of Messrs.

Two holders of the Victoria Cross, Rear-Admiral Sir Anthony Miers and Mr. T. W. Gould, were present when the new standard of the Birmingham and District branch of the Submarine Old Comrades' Association was dedicated in the cathedral on June 16.

Dorford, J. L. Thompson and Sir James Laing, shipbreakers.

In the absence of Shipmate Hutchinson, the branch chairman, Shipmate R. Gledhill, accepted the cheque from Dr. R. S. Thubron, president of the branch.

Newton Abbot trip

Several of the "old timers" of Newton Abbot branch could hardly believe their eyes when they were guests of the chief petty officers' mess in H.M.S. Raleigh on May 27.

There was a fried-chicken dinner, and music for the dancing was provided by the Royal Marines' dance band—a far cry, even for a chiefs' mess, from the days when most of the visitors were serving.

The ladies' section had their annual outing on May 16 at Bigbury Bay, returning by way of Slapton Sands, Dartmouth, and Torbay.

Last month the section went to Torquay for the Val Doonican show there.

The Earl pulls a pint

Ashford's new bar

Four Ashford Sea Cadets, standing smartly to attention, "Piped aboard" Admiral of the Fleet, Earl Mountbatten of Burma, when he visited the Willesborough Royal Naval Club, headquarters of Ashford branch, on June 8, to open the new bar.

Accompanied by his elder daughter, Patricia Lady Brabourne, the Earl was greeted on arrival by the branch chairman, Shipmate George Collins, and the branch president, Capt. Donald MacIntyre.

Among others to greet the visitors were the vice-presidents, Cdr. H. F. Robertson-Aikman and "Don" Murray.

Shipmate Murray, the branch "scribe," who has been a prime mover in all the Ashford branch's activities, did a great deal to get Earl Mountbatten to Ashford. He has been unwell of late, and all his shipmates are anxious to see him fit and well again.

TWO PRESENTATIONS

After unveiling a commemorative plaque and nameplate, "Mountbatten Bar," the Admiral was presented with an engraved silver tankard and asked to pull the first pint.

He gave the club a signed portrait of himself, which will hang over the bar.

Earl Mountbatten and Lady Brabourne (who was presented with a bouquet of red carnations by the little daughter of Shipmate Ron Lewis) stayed for well over an hour, signing the visitors' book and giving autographs.

The club premises were bought from the council a couple of years ago, and the



Lady Brabourne, Shipmates Ernest Standen and George Collins (branch secretary and branch chairman) with Earl Mountbatten

members have worked hard to get the place "Shipshape and Bristol fashion."

A brewery firm agreed to build and install the £200 bar in the building's main hall.

QUEEN MOTHER MET VETERANS

About 40 Battle of Jutland veterans accepted the invitation of the Captain, H.M.S. Collingwood, to be present when Queen Elizabeth, the Queen Mother, presented one of the Battle Ensigns flown by the battleship Collingwood at Jutland in 1916, to the Navy's Weapon and Electrical Engineering School at Fareham.

As I saw it, the ceremony was absolutely "spot on." Even Whale Island could not have improved upon it.

With about 3,000 on parade, everything went like clockwork. I am sure that all who took part were proud to be there—we veterans certainly were.

The Queen Mother came to the enclosure set aside for us and talked to us and our ladies.

to make us so welcome.

I would be very pleased to hear from any ex-Neptunes, who were not present, if they care to write.

G. W. Nixon
Late of H.M.S. Neptune (1915-19). President, No. 1 Area, Royal Naval Association, 90 Woodmansterne Road, Streatham, London, S.W.16.

CLUB HOSPITALITY

After the ceremony an excellent buffet was provided in the Collingwood Club.

It was, indeed, an occasion to remember, for none of these veterans had met for over 50 years. I met, for the first time since 1919, five of my old shipmates from H.M.S. Neptune.

Although the Service of today is vastly different to our day, none of us felt, in any way, that he did not belong. On the contrary we all felt very much at home.

I would like to record our appreciation, and thanks, to Captain Watson, his officers and ship's company who did so much to ensure our comfort and

NEW VENUE FOR BARHAM DINNER

The H.M.S. Barham Survivors' Association will hold its 12th reunion dinner at the Union Jack Club, Waterloo Road, on September 14.

Mr. Len Horner, of 10 Astbury Road, Peckham, S.E.15, says that the cost will be 25s, a head—men only. The cost for anyone staying the night at the club is 14s.

The date of the association's visit to Westminster Abbey is November 23.

Mr. Horner also states that Cdr. (E) E. J. Parish and Mr. Basil Francis have died.

Death of Admiral Lyddon

Vice-Admiral Sir Horace Collier (Bertie) Lyddon, the Admiral President of the Royal Naval College, Greenwich, died on June 9, aged 55.

Admiral Lyddon had been the Chief Naval Supply and Secretariat Officer since 1964.

When he was promoted to rear-admiral in July, 1962, he was, at 49, the youngest captain of the "S" specialisation to be promoted to flag rank.

The unexpected death of Admiral Lyddon has been a great shock to all Navy rugby footballers (writes Inst. Capt. M. A. Waller, Hon. Secretary of the Royal Navy Rugby Union).

Paymaster-Lieut. Lyddon first gained his Navy cap in 1937 and had a very distinguished record as a player. He captained one of the most successful U.S. (Portsmouth) teams just before the war, was a captain of Hampshire and a Barbarian.

But for the war he would have undoubtedly gained further honours.

After the war he served Navy rugby as an administrator and committee man in Malta and at home. He was Navy Selector from 1957 to 1959, and a representative on the Rugby Football Union from 1964. He became President of the Royal Navy Rugby Union in 1967, an honour which, he once stated, gave him more pleasure than any other he had gained.

All who served with him in the sphere of Rugby Football will miss his enthusiastic support and wise leadership based on a longstanding love and knowledge of the game. Our sympathy goes out to his wife and family.

LAST SEA VIXEN FOR THE NAVY

Hawker Siddeley Aviation's distinguished chief test pilot and executive director, Mr. John Cunningham, went to Yeovilton to present the R.N. Air Station with a silver model of a Sea Vixen, to mark the delivery of the last aircraft of its type to the Royal Navy. Mr. Cunningham, who made the first flight in the Sea Vixen prototype, DH 110, is seen handing over the model to his namesake, Capt. J. C. Cunningham, commanding officer of the air station.

RED BARREL

for men who can handle a fistful of flavour



WATNEYS RED BARREL

Edinburgh reunion

More than 100 men and wives attended the second memorial reunion dinner, organised by Mr. and Mrs. W. Daly, of Plymouth, for the survivors of the Plymouth-manned cruiser, H.M.S. Edinburgh, torpedoed and sunk while on convoy duty in the Arctic in May, 1942.

The last captain of the ship, Rear-Admiral Hugh Faulkner, was present, together with Vice-Admiral Sir Fitzroy Talbot, former Commander-in-Chief, Plymouth, and Rear-Admiral R. G. Raper, Director of Marine Engineering, who were both officers in the ship.

The crews of the minesweepers which picked up the survivors, H.M. Ships Harrier and Gossamer, were represented by Mr. P. Robinson.

Mr. Reg Levick was toastmaster.



Surprise for his 21st

The 'News' Diary

NAVY NEWS JULY 1968

17

BEAUTY ABOARD



RO Ferguson cuts his cake

Although her son Geoffrey would be spending his 21st birthday in the Indian Ocean island of Mauritius, Mrs. L. Ferguson, of Fareham (Hants), was anxious that it would be celebrated in style, particularly as he had not spent a birthday at home since joining the Royal Navy.

So she wrote to his divisional officer asking if a surprise party could be organised.

The Navy was only too happy to co-operate. On the day, Geoffrey, a radio and teleprinter operator, was invited to the junior ranks' mess to find the celebration awaiting him.

He also received a large gilt key, sent by his mother to his friend, Radio Supervisor B. Jones, of South Elmsall, near Pontefract.

Geoffrey joined the Navy in 1963 from Broadway County Secondary School, Weymouth. He has also served in the West Indies on board H.M.S. Ursa, Flag Ship of the Senior Naval Officer, West Indies.

His parents live at Trent Walk, Winnham Estate, near Fareham.

Glamorgan had Welsh mascot

When the guided-missile destroyer H.M.S. Glamorgan visited San Francisco, the sailors had an appealing mascot in the delightful shape of a 25-year-old Glamorgan girl.

She was Cardiff-born Diane Staniforth, now a receptionist at the British Consulate General in San Francisco.

The ship's company were proud to adopt a pretty Welsh-speaking girl as their mascot and beauty queen during their stay in port, and Diane did an excellent job in helping them to promote the Welsh image among the Americans.

Diane, whose parents are Welsh and still live in the country, left Glamorgan for Tokyo in January, 1966. She worked on advertising and promotion for a daily newspaper covering the shipping industry. She left Japan in April last



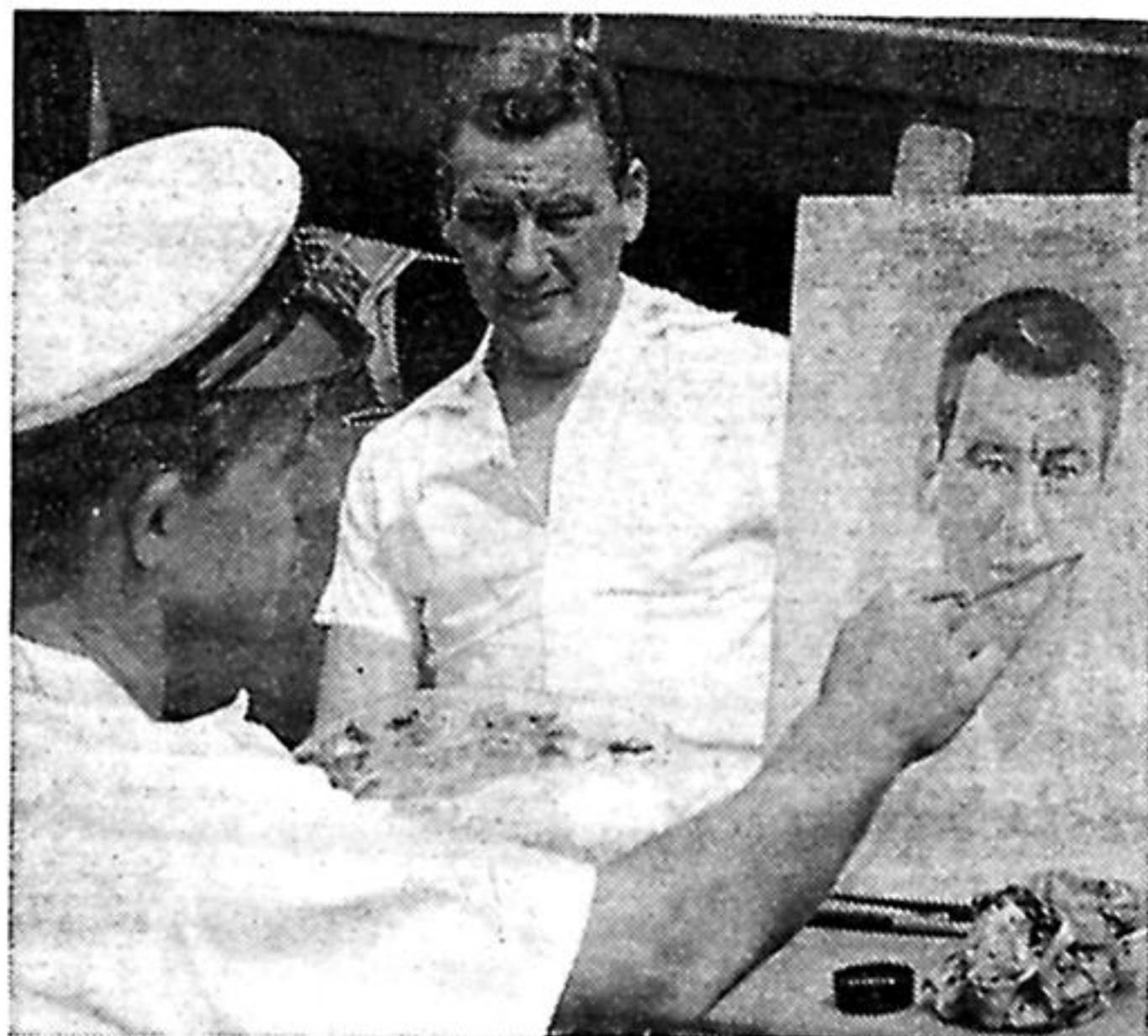
Miss Staniforth with the commanding officer of H.M.S. Glamorgan, Capt. Richard Roe

year, intending to go home to San Francisco, so for the time being the Glamorgan boys will have to be patient. . . .

DUMBO JACK

Tracing of the "bunt" tattoo in the Navy has brought news of another rare specimen—a sailor adorned with an elephant's head.

Keen to add a picture to his collection is Surg. Capt. R. Scutt, of the R.N. Barracks, Portsmouth, consultant dermatologist and tattoo expert, who would like to contact the man concerned.



Artist in the East

Shipwright Artificer David Collier (25), whose home is at The Marles, Exmouth (Devon), hopes one day to train as an art teacher.

In the meantime he seeks out quiet and cool corners in H.M.S. Triumph, busy maintenance ship of the Far East Fleet, to put up

his easel and pursue painting as a hobby.

He specialises in portraiture—using his shipmates as models—but a visit by H.M.S. Triumph to Australia persuaded him to undertake a rare landscape. As a subject he chose the Harbour Bridge and new opera house while his ship was berthed at Sydney.

Son of Mr. and Mrs. W. Collier, of Stone (Staffs), he joined the Royal Navy in September, 1959.

RUM FOR SOME

American Coast Guardsman Arnold Stancil looks cynically at his cup of coffee as two British sailors, Keith Simpson, of Yorkshire, and Malcolm S. Clancy, of Swansea, smile approvingly at their ration of rum. The toasting incident occurred aboard H.M.S. Fife.



BANG WENT SAXPENCES

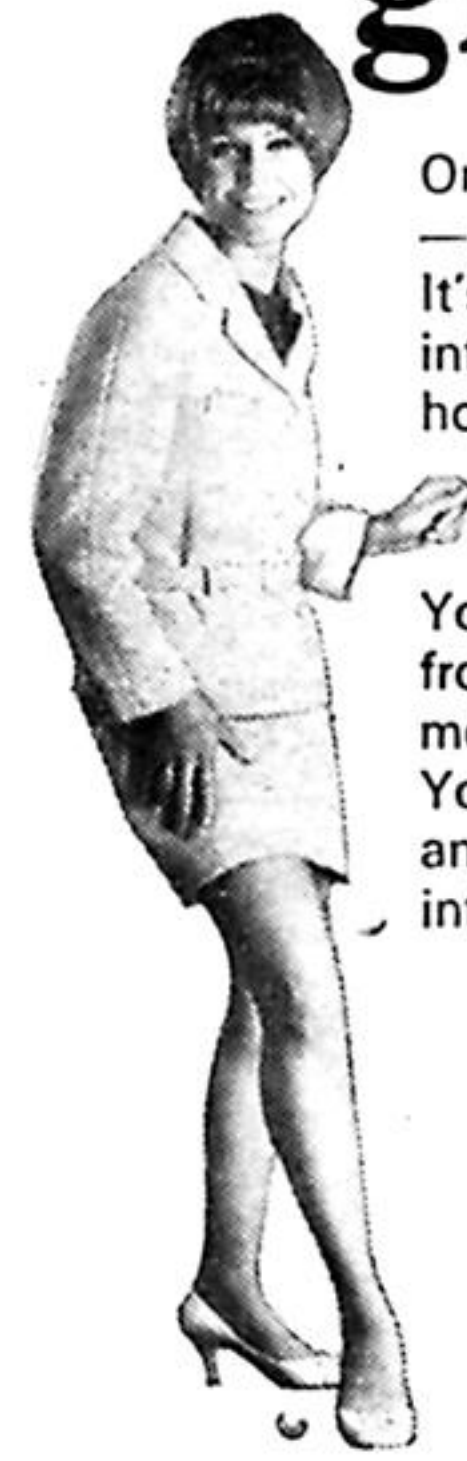
Capt. P. W. T. Hammer, commanding officer of H.M.S. Cochrane in Rosyth Dockyard, had the first pull on the one-armed bandit installed in the CPOs' mess. The president of the mess, Ch Mech "Blood" Reid, provided the captain with five sixpences to inaugurate the machine. Capt. Hammer then gave the president five sixpences to have a go. Neither time did the machine pay out.

Picture by CPO (Phot) R. A. Pugh

PAS DE DEUX?

Signal received at C-in-C's headquarters, PMO: "Request permission to operate ships' divers on Tiptoe in Haslar Creek. . . ."

Make the most of a great idea



On land or sea—wherever you are—saving is a great idea. It's a great idea for anyone who is interested in marriage or making a home.

You'll get far more appreciation from 'her' if you put a regular monthly sum into National Savings. Your money will be absolutely safe and it will earn a steady rate of interest.



You can allot to:
The Post Office Savings Bank
The Trustee Savings Bank
National Savings Certificates

Ask your supply officer about

NATIONAL SAVINGS

OR WRITE TO: THE SECRETARY, H.M. FORCES SAVINGS COMMITTEE, BLOCK B, GOVERNMENT BUILDINGS, LONDON ROAD, STANMORE, MIDDLESEX.

Carysfort at Tonga for treaty signing

On the occasion of the signing of the new Treaty of Friendship between the United Kingdom and the Kingdom of Tonga on May 30, H.M.S. Carysfort was present at Nuku'alofa.

In the presence of the Tongan Cabinet Ministers and Nobles of the Kingdom, the treaty was signed by the Premier of Tonga, H.R.H. Prince Tuipulohake (brother of King Taufa'ahau Tupou IV), and Mr. A. C. Reid, British Commissioner and Consul.

Carysfort's commanding officer, Cdr. D. J. R. Chapman, and Lieut. P. M. Franklyn, had an audience with the King, during which a K.C.M.G. was conferred upon him by Mr. Reid on behalf of the Queen.

3,000 VISITORS

When the ship was open to visitors some 3,000 went on board. All showed great interest in the small arms and diving displays, and the guides found it hard work watching all the children who proved to be highly explorative.

A rugby match between the ship's team and a Tongan Colts' side produced a sizeable crowd, the locals proving themselves to be of a much higher standard than the ship's team.

There were fishing and diving expeditions, tours to see where Capt. Cook first landed, and to the "Blow Holes," where the Pacific swell, unencumbered by passage over any reef, strikes the shore and is shot up hundreds of feet in the air through holes in the coral.

AT THREE ISLANDS

Previous to going to Tonga, Carysfort paid a visit to the Central District of the New Hebrides, calling at three



The Tongan Premier and his ministers, together with the commanding officer of H.M.S. Carysfort and the British Consul, in the Cabinet Room

islands, Malekula, Atchin and Obai.

Malekula, named somewhat facetiously by the Portuguese, means "sore buttocks," after some sailors had landed there and been unwise enough to use a local poisonous leaf for their toilet.

About 30 officers and men enjoyed a New Hebridean supper—king-size prawns and roast pork carved from whole pigs wrapped in palm leaves

and roasted in the ground on hot stones.

Washed down with cold Australian beer to the accompaniment of songs, the supper was something to be remembered.

The last British ship to call at Atchin had shelled the island as punishment to the natives for dining on white traders, but on this occasion the whole village was drawn up to receive the visitors with "Guard

and Band," provided by the "Pathfinders," an adult scouting society.

Obai is an enormous dormant volcano. On the island is a community—the missionaries of Lola Whi—run by Archdeacon Rawcliffe, consisting of two schools, a hospital and leprosyarium.

Forty officers and men went ashore for dinner with the staff, and once again everyone gathered together for the customary sing-song.

The children latched on to "Hikla Moor Bat 'at" and could still be heard mimicking the performance as the liberty boat went out to meet the ship.

NAVY GIVES UP 71-YEAR-OLD FLEET CLUB

On May 31 the Royal Naval Fleet Club, Malta, formerly known as the Fleet Canteen, closed its doors for the last time, having been used by the Royal Navy in Malta for the past 71 years.

The canteen was opened on February 1, 1897, by Admiral Sir John Hopkins, then the Commander-in-Chief, Mediterranean, after a sum of £7,000 had been granted by the Admiralty for its erection and fitting out.

The north wing of the canteen was destroyed by enemy action in 1941, and temporarily rebuilt at a cost of £13,500 in 1947.

The Fleet Club, which stands on Corradino Heights, above the Parlatorio and Canteen Wharves, is a prominent mark to ships berthing alongside, with its single tower and dome—two towers pre-1941.

IN ITS HEYDAY

The club has been run by a committee representative of the Navy in Malta under the presidency of the commanding officer, H.M.S. St. Angelo.

It has catered for all aspects of recreation. Pre-war, as many as 36 snooker tables were in operation, the restaurant seated 200, while the cinema/theatre held nearly 1,000 persons.

In its heyday, 30 members of the NAAFI staff would have been on duty at one time, as well as up to eight members of the naval staff.

Since 1950, the facilities, although continuing, have gradually reduced.

Many a long-serving sailor, and ex-sailor, will remember the "mess runs" to the canteen, the ship's company dances, the "sailors' operas" and the

"wakes" that took place under the watchful eye of the club Master-at-Arms, who was responsible for the day-to-day running of the club.

The sad task of closing down the Fleet Club fell to Master-at-Arms Pat Doubleday who, with his wife and members of the Working Committee, have kept the club humming along for the past two years.

THE WINDING-UP

When the decision to close the Fleet Club was made, primarily because of the Service run-down, MAA Doubleday volunteered to remain in Malta to carry out the closure, and to ensure a smooth winding-up of the club's affairs, even though he was due to go to pension and return to civilian life last March.

The facilities at the club will be sadly missed as another page in the history of the Royal Navy in Malta is turned.

On May 20 the Flag Officer Malta, Rear-Admiral D. L. Davenport, paid a farewell visit to the club to say good-bye to the staff, and the occasion was taken to make a farewell presentation of a water-colour to MAA Doubleday from the Committee, in appreciation of all his efforts on behalf of the club during his tenure of office.

Rear-Admiral Davenport with MAA and Mrs. Doubleday, and some of the staff

Chatham organ for new Rosyth church

The new Anglican church and hall being built in Rosyth dockyard for the Royal Navy by the Ministry of Public Building and Works at a cost of £38,000, has a link with a much older building—the Royal Naval Dockyard Church at Chatham.

The pipe organ which is to be installed in the new church has been transferred from Chatham.

Due to be completed in December next, the foundation stone was laid on April 24 by Rear-Admiral W. T. C. Ridley, Admiral Superintendent of H.M. Dockyard Rosyth.

The Rosyth Dockyard Chaplain, the Admiral Superintendent, the Chaplain of the Fleet, and the Flag Officer Scotland, examining a model of the new church

The building is on a site adjoining the dockyard approach road, and adjacent to H.M.S. Cochrane being currently rebuilt at a cost of some £1,500,000.

As can be seen from the picture below, the church is entirely enclosed within brick walls pierced with a continuous clerestory and surmounted by a paraboloid sector roof, the ridge curve of which rises at

the east end to a height of over 50 feet.

The altar is lit by a slit aperture which rises up the roof to the full height of the reredos wall and separates it from the choir.

The Rev. A. W. E. Barcroft conducted the service at the laying of the foundation stone, the Ven. Archdeacon Christopher Prior, the Chaplain of the Fleet, giving an address.

Vice-Admiral Sir John Hayes, Flag Officer Scotland and Northern Ireland, and Lady Hayes, were among the many who attended the ceremony.



Navy's Fox adopts Basil Brush

The television puppet Basil Brush has been adopted by H.M.S. Fox as the official ship's mascot.

Two officers and nine ratings visited the B.B.C. Television Centre on June 12, when Basil Brush was presented with a large ship's crest by the first lieutenant, Lieut.-Cdr. P. J. Norton. In return the ship received an 18-inch replica of Basil. For the puppet there was a sailor's cap—the smallest naval stores could provide—and a Fox cap ribbon.

Unfortunately Basil and his operator, Mr. Ivan Owen, will not be able to attend the commissioning ceremony on July 11, though it is hoped that TV coverage will be given.

Before and after the show, the ship's party was conducted around the TV centre, and met various celebrities in the B.B.C. lounge bar.



Basil Brush



For 21 years, a hutted camp has been the home of the New Entry Training Establishment for the Women's Royal Naval Service. Week by week, its staff transforms girls — from all parts of the British Isles, and from all walks of life — into Wrens, ready to join the Royal Navy on the second stage of their career.

H.M.S. Dauntless is set in the heart of the Berkshire countryside, about 60 miles from the nearest naval establishment, and consequently provides a lot of its own entertainment.

Apart from the ideally set,

Permission to stop shaving!

outdoor heated swimming pool, it possesses its own folk group, "The Tricornes Plus One," a drama group, and a well-attended keep-fit class.

The new bus, affectionately christened "Dumbo," collects new entries from Reading Station, but also transports dance parties and sports teams.

A rather unique entry in the R. & A. book may raise the eyebrows of those who know Dauntless as an all-female establishment — "Permission to discontinue shaving," the current naval element having both decided to grow sets.

Proud new acquisition — the bus for transporting latest arrivals from the railway station

Although rather isolated, Dauntless is far from forgotten. Apart from Service V.I.P.s, — the Commander-in-Chief, Portsmouth, was one of the most recent visitors — frequent calls are made by publicity officers, local dignitaries, Members of Parliament, and (because of the present question of "to rebuild or not to rebuild") a work study team.

The establishment recently bid a sad farewell to the three-ton lorry, which over the years, together with its predecessors, has carried more than 18,000 potential Wrens through the gates of H.M.S. Dauntless.



LM(E) J. Pryce and AB B. Hicks, the "naval element"



"Tricornes Plus One" — 3/O S. Loader, PO Wren A. Cleary, 3/O C. Sturgen and Wren B. Briggs



Vigorous polish for a treasured possession. New entry Wrens cleaning the bell of H.M.S. Wren, which was built as a sloop in 1942, converted to a frigate, and was broken up in 1956

HEATED POOL

Smiling secretary, 2/O M. H. Fletcher, looks on as Wren M. J. Johnson has her picture taken in the heated outdoor swimming pool



A 'date' for Brighton

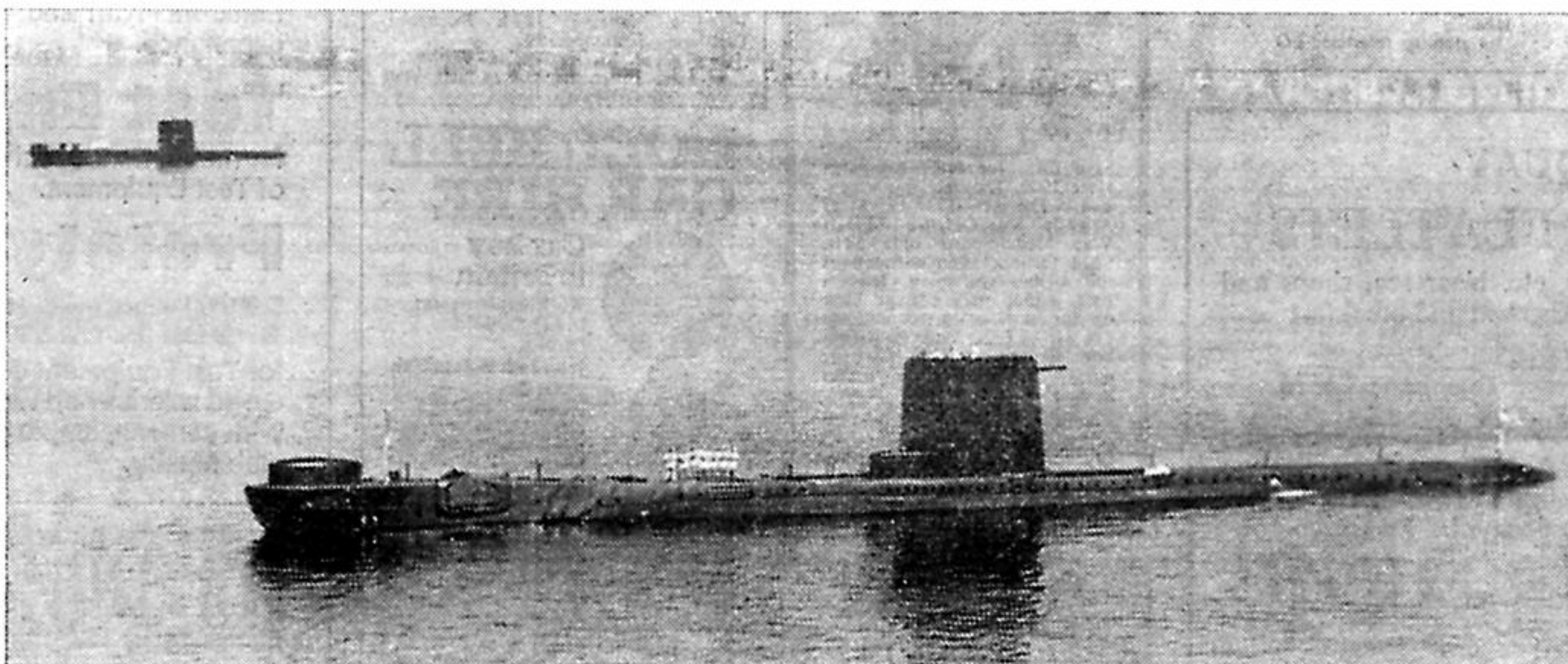
When H.M.S. Brighton returns to Portsmouth on July 4 after two-and-a-half years in commission, mainly spent abroad, an early "date" will be a farewell visit to the ship's adopted town.

During the commission Brighton has steamed well over 100,000 miles, crossed the Equator and the Arctic Circle, rescued survivors from a ditched aircraft in the Atlantic, and carried out two small and single-handed salvage operations.

The salvage money accruing from these is being donated by the ship's company to the St. Gabriel's Home in Brighton, adopted by the ship two years ago.

With the launching of the £400,000 St. Bees, 2,700 tons, the Ministry of Public Building and Works has started a programme to replace its dredging

BRITISH SUBMARINES ON VISIT TO TURKEY



H.M.S. Alcide (foreground) and H.M.S. Porpoise entering Izmir, Turkey. They are on detached service in the Mediterranean, operating with Greek, French, American and British ships in a series of NATO exercises. The submarines have already visited Gibraltar, Malta and the port of Athens. Next stop is Crete, and the return trip is through the Corinth Canal to Malta, Gibraltar and home. Alcide is based at Gosport and Porpoise at Faslane



Reclaim's success

Wreckage of the Aer Lingus Viscount, which crashed off the coast of Ireland on March 24, has been found seven miles east of the Tuskar Rock lighthouse by divers working from H.M.S. Reclaim. They found the air liner at a depth of 150 feet.

CLASSIFIED ADVERTISEMENTS

PERSONAL

THE MARGARET MOODY MARRIAGE BUREAU, Dept. N. 1008, Anlaby High Road, Kingston-upon-Hull, Yorks. The most successful and efficient bureau in the North with a nationwide clientele. Scrupulously confidential and discreet. Full details, under plain cover on request.

FAMILY PLANNING. Write for new booklet explaining all modern methods sent free together with details of our Confidential Postal Service. Premier, 388 Black Lion Street, Brighton.

LONGING FOR LETTERS? Lonely? Unhappy? Write: Introductions, Jeans, Queen Street, Exeter, Devon.

THE SOUTHERN FRIENDSHIP AND MARRIAGE BUREAU invite you to write for details: 3/15 Eastern Villas Road, Southsea, Hants.

THE MARRIAGE BUREAU — HEATHER JENNER, 124 New Bond Street, W.1. 01-629 9634. Edinburgh 031-667 5527. Bristol 659321. St. Ann's-on-Sea 24005. Birmingham—Hereford 5276. Kent, Ham Street 255.

SOCIAL SERVICE SOCIETY, 45a Blossom Street, York. International Introductions, Friendship, Marriage contacts.

AUDREY ALLEN MARRIAGE BUREAU, POUGHILL, B.U.D.E., CORNWALL. Established 1955. Nationwide, confidential. Details sent plain sealed cover without obligation.

A "GOOD COMPANION" or MARRIAGE PARTNER can be yours. Register with **BARBARA WORTH'S BUREAU** (Est. 1956), 139 Southwick Sq., Southwick, Brighton, SX. (Tel. Southwick 3633, 10-8 p.m.).

VERITY MARRIAGE INTRODUCTIONS. An established Service of Quality and Integrity for the discriminating. Widespread Clientele. Phenomenal success. 6 Montague Place, WORTHING, SX. Tel. 9291.

DOCK AT MANCHESTER MARRIAGE BUREAU, full hook, line and sinker, then sail buoyantly away, both on the same wave length. Personal and helpful service always at 24 Mosley Street, Manchester 2. Telephone Manchester Central 6719.

SOCIAL INTRODUCTIONS everywhere. Recommended since 1943. Friendship/Marriage. Brochure free. Friendly Folk Association, Torquay.

BORED, LONESOME?

Our answer, join the Elite Pen Club, 104 Lower Ford Street, Coventry, England.
International, comprehensive guaranteed.
S.A.E. for details.

BE A PRIVATE DETECTIVE. Expert postal tuition trains action-minded men and women for this very profitable business. Credit terms. Details confidentially. Ex-Inspector Meek (Metrop. Police), 20 Old Tiverton Road, Exeter 7.

HOLIDAY ACCOMMODATION

HOLIDAY FLATLETS

Fully equipped flatlets SOUTHSEA
Available all year round FOR SHORT lettings. Everything supplied except towels.
No restrictions. Own keys. Very suitable for honeymooners, holidays, and visits when husband's ship is in port, etc. Special off-season rates for Naval personnel and families.
CURTIS, 70 Festing Grove
TEL. PORTSMOUTH 33581

TORQUAY HOLIDAY FLATLETS

Fully equipped, own keys, etc. Near sea, shops and buses. Self-catering. Also bed and breakfast
NEWTON
7 Kents Road, Torquay. Telephone 23576

Are YOU returning to the U.K?
Do you wish to bring your PETS?

FOLKESTONE DOG HOTEL

We make all your arrangements.
The Modern Quarantine Accommodation for Dogs and Cats.
Illustrated brochures on request.
Reduced rates for H.M. Forces.
Owner: Joan Wright.
Folkestone Dog Hotel, Danton Lane, Folkestone, England. Tel: Folkestone 75586
Telegrams: Dogotel Folkestone.

SITUATIONS VACANT

CORPS OF COMMISSIONAIRES

Founded 1859

Another career when your Service engagement expires. Age no bar. Divisions in 10 cities of the U.K.

Apply:
Headquarters
419A Strand
London, W.C.2
01-836 6453

HOME CIVIL SERVICE: CLERICAL CLASS DIPLOMATIC SERVICE: GRADE 10 (CLERICAL)

Posts for men and women with Forces service or H.M. Overseas Civil Service ending on or after 1st January, 1967, who have passes in G.C.E. or corresponding examinations in English Language and four other subjects.

Selection by interview. Vacancies mainly in Clerical Class in or near London.

SALARY (Inner London): £703 (at 20), £785 (at 22), £875 (at 25 or on entry over age 25) rising to £1,127. Somewhat lower elsewhere. Promotion prospects to £1,582 and over; five-day week generally; three weeks' holiday with pay.

APPLICATION FORMS from Civil Service Commission, Savile Row, London, W1X 2AA, quoting 534-589/68.

NATIONAL MARITIME MUSEUM

MUSEUM ASSISTANT
Post for man or woman aged at least 16. Preference may be given to candidates between the ages of 18 and 35.
DUTIES: To identify and index photographs, some over a century old, for inclusion in the Photographic Archive Section and to answer inquiries from the public about the collection.

QUALIFICATIONS: normally G.C.E. passes in English Language (or English) and at least 3 other subjects (or equivalent or higher qualification). Interest in maritime affairs essential; knowledge of photography and an interest in history advantages.

STARTING SALARY: £476 at age 16 to £851 at 25 or over (possibly higher at 26 or over). Scale maximum £1,060. Non-contributory pension. Promotion prospects.

WRITE to Civil Service Commission, Savile Row, London, W1X 2AA, for application form, quoting 6942/68. Closing date July 26, 1968.

(MECHANICAL ENGINEERING) EXPERIMENTAL OFFICERS

THERE are vacancies in the Engineering Research Group at Welwyn Garden City for Experimental Officers for interesting and challenging work in connection with the development of novel machinery and processes.

Applicants should have completed a mechanical engineering apprenticeship and preferably hold or be studying for Ordinary or Higher National Certificate in mechanical engineering. Artificers from the Royal Navy have been found particularly suitable for this type of development.

Conditions of service include a five-day week of 37½ hours. Pension Fund, profit-sharing scheme, restaurant and recreation club facilities. Assistance towards removal expenses and temporary lodging allowances are paid to married men.

Please apply briefly to **O. CHEESMER**, PERSONNEL DEPARTMENT, IMPERIAL CHEMICAL INDUSTRIES LTD.

PLASTICS DIVISION, BESSEMER ROAD, WELWYN GARDEN CITY, HERTS.
quoting reference EO

MISCELLANEOUS

NAVY FLANNEL SHIRTS. Post orders welcomed. Write to the specialists who have supplied the Royal Navy for more than 80 years.—Bain & Co., Naval Outfitters, 14 Queen Street, Portsmouth.

FREE GOLF and a charming hotel

THE LINKS
ST. MARYCHURCH, TORQUAY, DEVON
Delightful bars and lounges. Excellent food. Sailing, Fishing, Tennis and bowls nearby.

FAMILIES & FRIENDS DISCOUNT OF 10% on four or more adults from 7th September. For brochure please write to M. H. Harvey.
A.A. * R.A.C. TORQUAY 37211**

R.N. CAP RIBBONS, PAST AND PRESENT, send 3d. stamped addressed envelope for list. **EMBROIDERED BLAZER BADGES** in Wire or Silks any design, singles or quantities. **WOVEN MOTIF CLUB TIES A SPECIALITY**. Hand-painted **WALL PLAQUES** of Ships' Crests, Regimental and Sports Association emblems, 35/6 each, postage paid, illustrated brochure free. Greenburgh Bros. Ltd., 81/82 Queen Street, Portsmouth.

OLD AND MODERN BOOKS OF SHIPS AND THE SEA

THE NAVY AND NAVAL HISTORY
Send for latest catalogue of scarce and out of print books (4d. stamp please). Books bought—libraries, small collections or single items.

W. R. BLACKMORE, Bookseller,
CONWAY CHAMBERS,
130 LORDSHIP LANE,
LONDON, S.E.22.
Tel.: 01-693 1536

REMOVALS & STORAGE

COUNTRYWIDE SERVICE

Packing and Shipping

WHITE & CO. LTD.
2 STUBBINGTON AVENUE
PORTSMOUTH
Telephone 63221
ALSO AT
SOUTHAMPTON, Bournemouth
WINCHESTER, LONDON

NEW CAR DISCOUNTS

for readers of "Navy News." A substantial saving, nationwide after-sales service and manufacturers' full warranty. Part exchanges welcome. Outstanding, guaranteed used cars at reasonable prices. Personal attention, hire purchase and insurance. Free leaflet from:

Stuart Wilton, F.M.I.
Motoring Consultant
55a Frant Road, Tunbridge Wells,
Kent. Telephone 27117

Are you leaving or moving your suitcases and boxes from Admiralty hiring or Married Quarters???

Then you need the

TAXIVAN SERVICE

Phone Portsmouth 63497



We can make up any required set of Miniature Medals. We have them for every campaign since 1900. They are not expensive. The set—1939-45 Star/Atlantic Star/Defence Medal/War Medal costs only 34/-. Send for quotation and tell us the medals you want. Ribbon bars, either with pin at back or for sewing on to uniform 1/- per ribbon. Your own full-size medals mounted—4/- per medal. Wire and silk Blazer Badges.

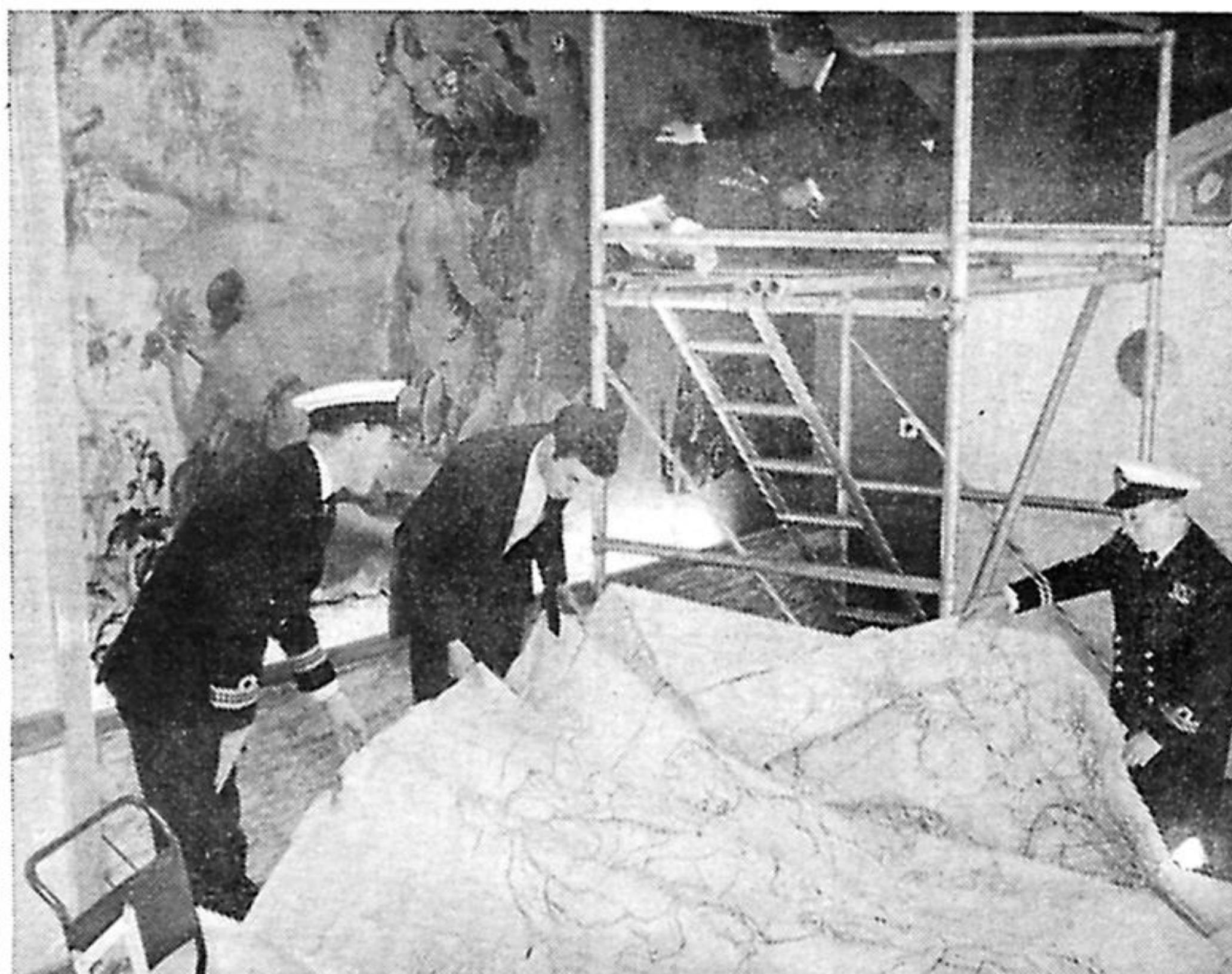
Enquiries with stamp to:
ROBERT ANDREW LTD.
101 Manchester Street
Oldham, Lancs.

IMMEDIATE MORTGAGES

SCHOOL FEES FINANCE

T. & V. JOHNSON LIMITED
Associated Insurance Brokers

PEMBROKE BALLROOM REOPENED



APPOINTMENTS

Vice-Admiral Sir Peter Hill-Norton, the present Vice-Chief of the Naval Staff, is to succeed Lieut.-General Sir Michael Carver as Commander-in-Chief, Far East.

Admiral Hill-Norton could well be the last Commander-in-Chief, Far East, for one of Sir Peter's main tasks will be to ensure an orderly and timely run-down of Britain's Far Eastern forces.

Vice-Admiral Arthur Francis Turner, promoted to that rank to date June 10, was appointed as Chief of Naval Supplies and Transport and Vice-Controller, in June, 1967.

In May this year the title of this post was altered to that of Chief of Fleet Support.

Admiral Sir Nigel Henderson has been appointed Chairman of the North Atlantic Military Committee to October 1, 1968.

Other appointments recently announced include the following:

Rear-Admiral E. B. Ashmore, Vice-Chief of Naval Staff, December, 1968.
Brigadier B. L. S. Goulley, R.M. Commander, Portsmouth Group Royal Marines, August 24. Granted rank of local major-general and will be confirmed in the rank on October 19.

Capt. M. N. Lucey, Malabar in command and as Senior Naval Officer West Indies, and Island Commander, Bermuda, November 29. To serve in rank of commodore.

Capt. P. S. Beale, President for Warrior as Senior Planning Officer (Naval), Commander-in-Chief's Committee, West, in continuation and as Exercise Controller C-in-C's Committee West, September 2. To serve in rank of commodore.

Capt. S. F. Barton, Sultan in command, October 22.

Capt. R. F. Plugge, Blake in command on commissioning, October 21.

Capt. G. B. Seager-Thomas, President in charge of R.N. Element at SHAPE, August 3.

Capt. A. R. Rawbone, Dido May 30 in command and as Capt. (D) 2, F.E.F. May 30.

Capt. R. W. Handcock, President for M.O.D. as Assistant Director of Naval Operational Requirements Surface warfare, June 24.

Capt. J. Wright, Pembroke as Dep. Planning Manager, H.M. Dockyard, Chatham, September 30.

Inst. Capt. M. A. Waller, Victory as Command Instructor Officer and Staff

NOEL BELL CAR HIRE

Car key to Britain
Weekly rates from:
Until June 13th
£8.10.0
June 14th to Sept 30th
£11.0.0
Unlimited mileage
Get details now from:
237 Roehampton Lane,
London SW15
Tel: 01-788 9321
We will meet you anywhere

After extensive reconstruction by the Ministry of Public Buildings and Works, and imaginative redecoration by NAAFI, the fire-damaged ballroom at the Pembroke Club, Chatham, was formally handed over on June 20 in the presence of the Flag Officer Medway (Vice-Admiral W. J. Parker), and the Captain, H.M.S. Pembroke (Capt. D. C. Woolf). Pictured above are NAAFI planning official Mr. Colin Smith (centre) showing Lieut.-Cdr. A. Curry (left), first lieutenant of H.M.S. Pembroke, and Lieut. J. Barber, president of the NAAFI Club, the cartoon of the mural being painted by Mr. C. A. Hart.



Admiral Hill-Norton

Officer Training, October 21.
Inst. Capt. A. Meredith, Ganges, October 7.
Cdr. St. J. H. Herbert, Plymouth July 22 and Plymouth in command on commissioning for trials and service, d.t.b.r.
Cdr. J. A. B. Thomas, Albion September 9 and as Executive Officer, September 13.
Cdr. W. J. Woolley, Victory for R.N. Detention Quarters in command, November 1.
Lieut.-Cdr. H. C. G. Richards, Terror and in command Boom Defence Depot, Loyal, September 30.
Lieut.-Cdr. R. J. Northard, Fulmar for 764 Squadron in command, September 6.
Lieut.-Cdr. R. C. Sturgeon, Hermes for 893 Squadron in command, May 31.

In Memoriam

Francis M. Sarc, Mnc., RM 41 Cdo, RM April 16.
Harry A. Race, AB, P/O83190, H.M.S. Brighton, May 5.
David A. Heath, AB, D/O76472, R.N. Hospital, Haslar, May 19.
Lieut. Piers H. Fox, H.M.S. Fulmar, May 22.
Lieut. Ian A. M. McRae, H.M.S. Kent, May 26.
Admiral of the Fleet Sir Philip Vian, May 27.
Cecil H. Weight, Bugle Major, Ch/X.2065, D.P.R.O.R.M., May 29.
Stephen J. Hale, Jnr., A/Sid, 1/c, P/O97355, H.M.S. Heron, May 31.
Vice-Admiral Sir Horace C. Lydon, R.N. College, Greenwich, June 9.
Robert J. Downag, A/P O Std, P/O54907, H.M.S. Pembroke, June 10.

Decca Radar Chessington

Due to expansion, the following vacancies exist at our establishment at Davis Road, Chessington. These are particularly suitable for Ex-Service Personnel with Radar/Electronic Engineering experience.

Test Engineers

for maintenance and calibration of Test Equipment.

Prototype Wiremen

for Test Equipment department. Good salaries and working conditions are offered with canteen, ample car park and sports club nearby.



Call, write or phone:
Personnel Officer
(RDL/235),
Decca Radar Limited,
9 Davis Road,
Chessington,
Surrey.
Tel: 01-397 5281

**YARROW — ADMIRALTY RESEARCH
DEPARTMENT
(Y-A.R.D.)**

**MARINE ENGINEERING OFFICER
OR
CHIEF ENGINE ROOM ARTIFICER**

required for handbook writing, covering the operation and maintenance of the propulsion machinery and all auxiliary systems in modern naval vessels. Present sea-going experience in the commissioning and further operation of control systems in automated machinery installations desirable but not essential. The successful candidate will be assisted by a Technical Illustrator who will produce illustrations to his requirements.

First-rate salaries and allowances in respect of removal and resettlement are offered to the successful candidate.

The Yarrow-Admiralty Research Department is a consulting organisation for the design of ships and machinery installations for warships and merchant ships. The Department is situated on the north bank of the River Clyde with easy access to Loch Lomond and some of the finest scenery in the west of Scotland.

If you are interested in an appointment in Y-A.R.D., please write for Application Form, quoting T.11, to:

**The Administrative Officer,
YARROW-ADMIRALTY RESEARCH
DEPARTMENT,
Yarrow & Co. Ltd.,
Glasgow, W.4**



**C. & N. (Electrical) LTD.
THE GREEN
GOSPORT**

Due to the recent expansion of the Workshop Area the following vacancies exist:

SHEET METAL WORKERS

ELECTRICAL FITTERS

BENCH FITTERS

ELECTRONIC WIREMEN

PAINTERS

(SPRAYSHOP & SHIPWORK)

E.V.T. COURSES CAN BE ARRANGED

- Modern Factory with good working conditions
- Area rates of pay, plus merit pay
- Earnings up to £19/7/6 per 40-hour week, plus overtime
- Company pension scheme

Apply in Writing or Phone
GOSPORT 82392

**HUNTINGDON
RESEARCH CENTRE**

**Building and
Maintenance Division**

This division has a vacancy for a practical man capable of carrying out a regular maintenance programme on boilers and related heating services for laboratories and specialised building units. The building division has workshop facilities and support staff includes electricians, plumbers, carpenters and metal fabricators.

The appointment gives an opportunity to join an enthusiastic team who build and service the facilities of a modern research centre. It will be permanent and might be especially suitable for someone retiring from similar work in naval or merchant navy establishments.

Applications should be made to the
**Personnel Officer, Huntingdon Research Centre,
Huntingdon (Tel.: Huntingdon 2522).**

Radio Engineers

Our client is a large go-ahead Company situated on the outskirts of London within easy reach of both the city and country. Recent expansions have created a number of excellent opportunities for the following people:

**Measurement/Environmental
Engineers—£1,100 to £1,400**

Applicants should preferably hold HNC or ONC, but others with outstanding ability and experience in test and maintenance will be considered. The duties will consist of environmental testing and calibration on newly-developed radio communications and navaid equipment.

Installation Engineers—£900 to £1,100

Commissioning Engineers—£1,100 to £1,500

This is an ideal opportunity to see the world at the Company's expense. We are looking for men for installation preferably with City & Guilds and for commissioning with HNC, but essentially fully experienced in radio/radar, to install and commission communication and navaid equipment throughout the world. Generous allowances will be paid to the selected men.

Testers—£800 to £1,200

Vacancies have arisen for a number of men fully experienced in testing and fault finding on radio or electronic equipment. ONC or City & Guilds would be an advantage. The duties will involve testing, alignment and fault diagnosis on HF, VHF and UHF equipment.

These are progressive appointments in first class working conditions.

Applications will be dealt with in strict confidence and should be sent to:

Gordon F. Vivian,
S. H. Benson Ltd., 129 Kingsway, London W.C.2.

**British Transport Police
need**

**Constables
and
Policewomen**

**in London and throughout
the Country**

Leaving the Services? Then choose a really worthwhile civilian job.

Variety, generous free travel, good pay, pension.

Here is an opportunity for those with intelligence and initiative.

Qualifications: Physically fit with good eyesight.

Men: 19-35 and at least 5 ft 8 in.

Women: 19-35, single and at least 5 ft 4 in.

write to:

Chief Constable (Recruitment), Dept. B
British Transport Police, PO Box No. 25
Park Royal, London NW10

**MARCONI TEST
ENGINEER**

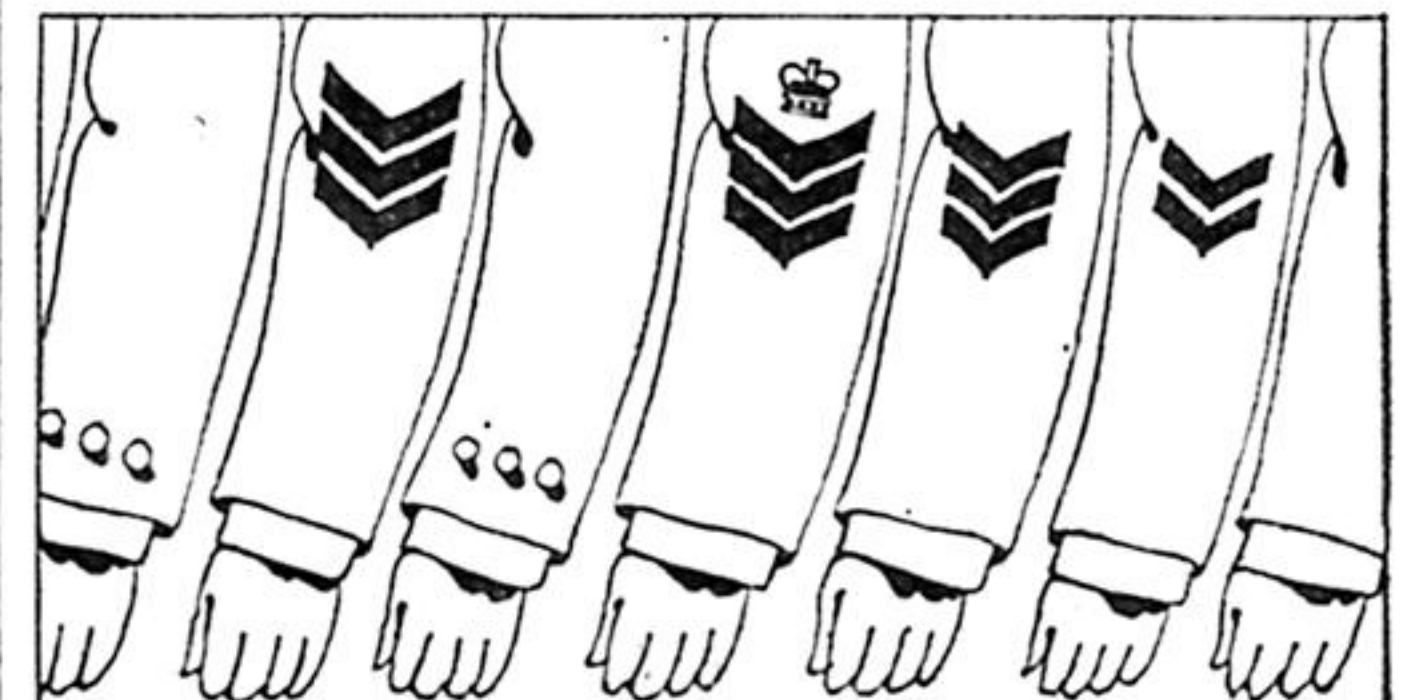
Electronic Technicians who are able to undertake the critical test of advanced aeronautical and missile electronic systems are required at our Basildon Works.

These posts will be of special interest to men with experience of one or more of the following: transmitters, receivers, aerials, closed-circuit television or digital systems.

Applicants should be of O.N.C. or C. & G. Telecommunications Final standard or have experience as an electronic fitter in H.M. Forces.

These are staff appointments with excellent conditions of service and attractive salaries. Rented housing is available in appropriate cases.

Applications to Mrs. B. Brigden, Personnel Officer, The Marconi Co. Ltd., Basildon, Essex (Basildon 22822).



**Seven ex-Technical
NCOs are now
Branch Engineering
Managers at IBM**

**Your experience of men and
machines could lead you to
a first-rate new career**

To become a successful IBM Data Processing Customer Engineer you need more than engineering qualifications. You need to be able to talk confidently and well to any level of customer management and to have a pleasing personality in your work. As a DPCE, you work in direct contact with your customers, on some of the world's most advanced data processing equipment.

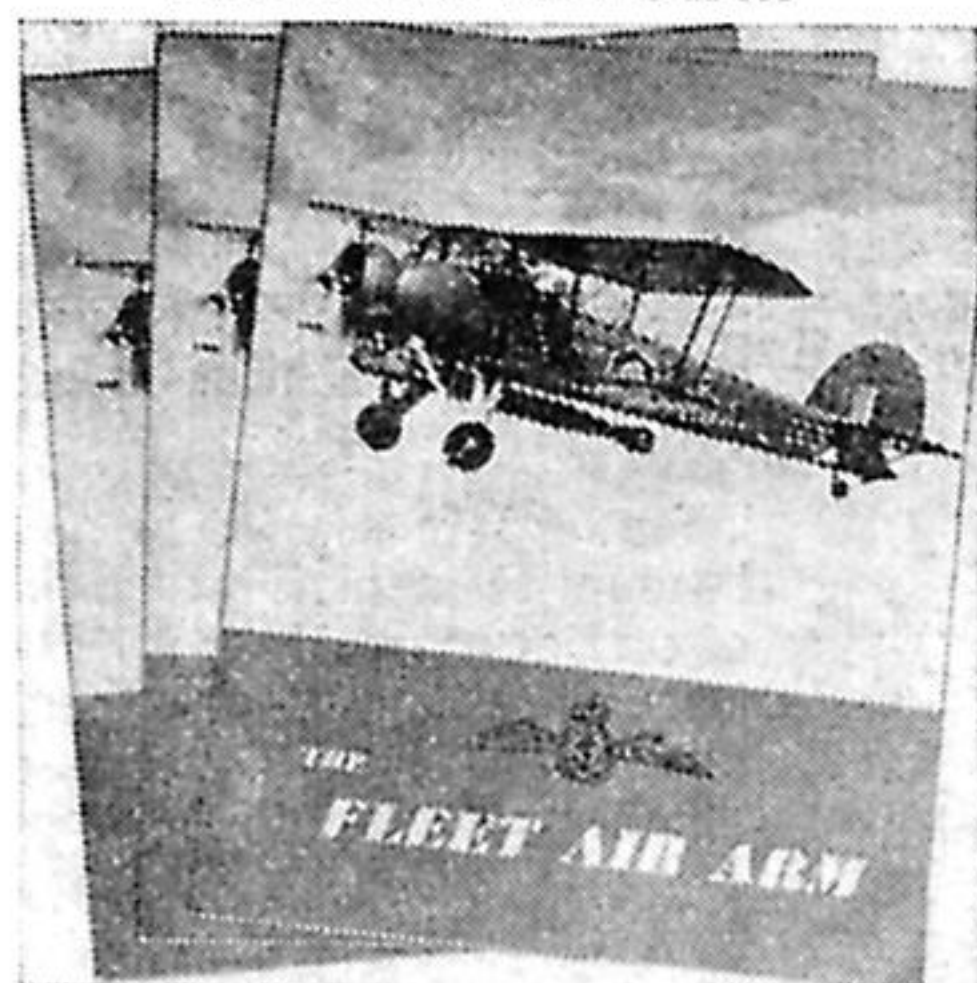
You must have a sound electronic and electro-mechanical background, such as ONC/HNC Electronic or Electrical, C & G Final, or Radar/Radio/Instrument Fitters course in the Armed Services.

You will get through training on data processing equipment throughout your career. Starting salaries are excellent. Salary increases are on merit—you could be earning £1900 within three to five years. Drive and initiative are always well rewarded at IBM; promotions are made on merit and from within the company.

If you are between 21 and 31 and would like this chance to become part of a rapidly expanding and exciting computer industry, and if you are due for release during the next 18 months why not find out about IBM now.

Send details of training, experience and age to Mr D. J. Dennis, IBM United Kingdom Limited, 389 Chiswick High Road, London W4. Quote reference DP/NN/507.

IBM

NEW PUBLICATION ! !**"A Concise History of
The Fleet Air Arm"****COVER IN FULL COLOUR**Magazine Format 10 $\frac{3}{4}$ " x 8 $\frac{1}{4}$ "28 pages of text and over 60 illustrations from
Airships and Aircraft Carriers to the Phantom**PRICE 4/6d. each** (including postage)

Obtainable from:

GALE & POLDEN LTD
13 Edinburgh Road, Portsmouth**ADMIRALTY
CONSTABULARY**

Vacancies for Constables, leading to permanent pensionable posts, exist in the Admiralty Constabulary. Commencing salary will be £685 (£775 if 22 or over) rising to a maximum of £995 a year. Uniform and boots provided. Excellent opportunities for promotion to Sergeant, with a commencing salary of £1,080 a year increasing by two annual increments to £1,165. Candidates must be of exemplary character, between 19 and 50 years of age, at least 5 ft. 7 in. in height (bare feet) and of British nationality. They will be required to pass a medical examination and an educational test unless granted exemption.

Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Express State Building, London, S.W.6. Serving Naval personnel should apply through their Commanding Officer.

**MARCONI
ELECTRONIC
CAREERS**

The electronic industry is a fast expanding one and you may be wondering how to make the first step towards an Electronic Career. We think that an appointment in our Test Department could be just the sort of opening you are looking for. You would be concerned with a wide range of equipment; airborne communication and navigation aids; radar; broadcasting equipment and space, radio and line communications.

To a successful Test Engineer there are excellent prospects of promotion to senior positions within the Test Department and in other areas of the expanding Marconi Company.

There are many housing developments in Chelmsford and it is possible to obtain 100% mortgages. If you are in the electronic fitter or mechanic category, then write for further information (quoting Ref. N/EQ/16) to Mr. M. J. Shepherd, Central Personnel Services, The Marconi Company Limited, English Electric House, Strand, London, W.C.2.

WHEN 'INVINCIBLE JAPANESE' WERE HUMBLLED

Most decisive battle since Trafalgar

With 11 battleships, eight carriers, 23 cruisers, 65 destroyers, scores of auxiliaries—some 190 ships altogether—stretched over 1,800 miles in a great arc from Kuriles to Guam, how could the Japanese lose?

With Admiral Isoroku Yamamoto, another 20 admirals and 100,000 men, who could hope to beat the "invincible" Japanese Navy?

American intelligence knew that something was scheduled to happen at 6 p.m. on June 2 at a particular point 650 miles west of Midway. But what?

Reason—hunch—call it what you will—led to the conclusion that a massive attack on Midway Island was to be made.

TURNING POINT

In "Incredible Victory—The Battle of Midway" (Hamish Hamilton, London, 42s.) Walter Lord tells of the American counter-measures, and the full story of a battle which can truly be described as a turning point in history, a battle "which has come to be recognised as the most decisive and significant naval action since Trafalgar."

"Incredible Victory" is a detailed account of the Battle of Midway in which four Japanese carriers—Hiryu, Kaga, Akagi and Soryu—were sunk, Japanese plans sent sky-high, and Admiral Yamamoto left with the job of apologising to his Emperor, for the defeat.

To the student of battle, this book is a must."

H.R.B.

**Royalties to help
the Red Cross**

One of the most unusual books yet written about prisoners-of-war, "Sailors in Cages," an autobiography by Roger W. Coward, is published by Macdonald & Co. (Publishers) Ltd., London, price 35s.

Missing, presumed dead, Mr. Coward, a "hostilities only coder," spent five years captive, part of the time in a forced labour battalion in Poland, within the shadow of the dreaded Nazi concentration camp at Auschwitz.

When repatriated to the United Kingdom in April, 1945, he weighed under five stones, was blind and paralysed.

In his book, Mr. Coward describes the sinking of the armed merchant cruiser H.M.S. Voltaire, an "Admiralty-made bloody coffin," by a German cruiser in the South Atlantic, hours swimming in the shark-infested sea, and the frightful experiences of a prisoner-of-war.

He has dedicated the book to



"Funny how you use the same grip on a jug of beer and never seem to suffer from cramp"

the British Red Cross Society and the Order of St. John, and is donating the royalties to them. He says: "It is no exaggeration to say that had it not been for these magnificent organisations, none of us would have got back alive."

Very much a man's book, only for those with strong stomachs, "Sailors in Cages" is a volume which, once started, is hard to put down.

H.R.B.

**For yachtsman
navigators**

The lure of "going foreign" is tempting more and more of the growing force of private yachtsmen, many of whom have but a sketchy knowledge of navigation.

But amateur or expert will be interested in E. Delmar Morgan's book "North Sea Harbours and Pilotage—Calais to Den Helder" (Adlard Coles, price 50s.).

Being devised entirely from the point of view of the yachtsman, the book tells which courses to take, best time for tides, and includes many pictures of harbour approaches, actually photographed from sailing craft.

The lavish illustrations and readable style will ease the navigational burden of the experienced helmsman and give confidence to newcomers.

**NEW ON THE
BOOKSHELF**

Arm Museum at R.N. Air Station, Yeovilton, has produced a concise history of the Navy's effort in the field of aviation.

He traces its work from the No. 1 Rigid Naval Airship—the Mayfly—which was destroyed when coming out of its hangar in a high wind in September, 1911, to the Navy's latest aircraft—the Phantom—which arrived at Yeovilton on April 29 this year.

This informative and well-illustrated booklet, designed, printed and published by Messrs. Gale & Polden Ltd., Edinburgh Road, Portsmouth, may be obtained from that address, or from the Fleet Air Arm Museum, price 3s. 6d. (by post 4s. 6d. including postage).

H.R.B.

**'Air arm' interest
60 years ago**

Although the Fleet Air Arm has existed in one form or another for over 50 years, the Royal Navy's interest in aeronautics goes back even further.

In July, 1908, 60 years ago, Captain R. H. Bacon (later Admiral) advocated the creating of a Naval Air Assistant and the building of an airship.

The curator of the Fleet Air

Airwork Services Ltd.**Bournemouth (Hurn) Airport
Christchurch, Hants***offer employment to*

Ex-Service men and women of all trades and particularly those associated with the servicing of aircraft, ancillary and ground equipments. Vacancies occur in many parts of U.K. and there are good opportunities of overseas service for men (and their families) and excellent prospects of personal advancement within this expanding Company. Pre-release training courses can be arranged.

**Enquiries should be addressed to the
Personnel Manager**



Confident—Relaxed
In a Cooper-style
Leisure Suit

Sensible
Chap I
He
bought
his suit
from
Coopers.
He paid
no more
or
generous
Credit
Terms.

Make sure
your new suit
is COOPERSTYLE

W. COOPER (HARWICH) LTD.

MAIN ROAD, HARWICH

BRANCHES AT ALL PRINCIPAL PORTS

Navy not disgraced in water polo match

During the Royal Navy water polo and diving championships at Rosyth last month, the Navy's water polo team took on a Scottish Selected team. The Navy swimmers were beaten 6-3 but not until they had given the Scots something to think about. It was a first class match, the issue being in doubt throughout.

The Royal Marines won the water polo championship, beating Portsmouth 6-4 and Naval Air Command 5-4, and drawing with Plymouth Command four-all. Air Command took second place.

Although Portsmouth did not shine in the water polo, the diving teams, men and women, made up for things. The Portsmouth men won the Navy diving championship with 27 points to Air Command's 14 and Plymouth's 11.

The Wrens also won the diving championship with 21 points to Air's 11 and Plymouth's three.

The Navy springboard diving

champion is CPO Bartlett of Air Command, and the firm-board champion is PO Bessey of Portsmouth.

Wren Norris of Portsmouth Command won the springboard event and also the firmboard.

MORE BATHS NEEDED

The Air Command water polo championships were held at R.N. Air Station, Yeovilton, on June 13 and 14, Yeovilton being the winners, with Arbroath the runners-up.

Apart from a gale blowing straight down the bath, the weather was good. This was just as well, for the Yeovilton bath is an open-air one.

The many spectators at all games over the two days saw some very good water polo.

Although the players enjoyed the competition they would have enjoyed it even more had they been "water-fit."

The cry is "Swimming baths at all stations."

Arbroath and Yeovilton were the only teams that had all men water-fit.

The final was keenly contested and it was not until the last two quarters that the superiority of Yeovilton began to show.

JUNIORS' SWIMMING

For the eighth consecutive year H.M.S. Ganges won the Navy's annual swimming, diving and water polo championships for junior swimmers.

The championships were held in H.M.S. Ganges, which has such a fine pool, on June 7 and 8, Ganges, R.M. Depot (Deal) and H.M.S. Fisgard taking part.

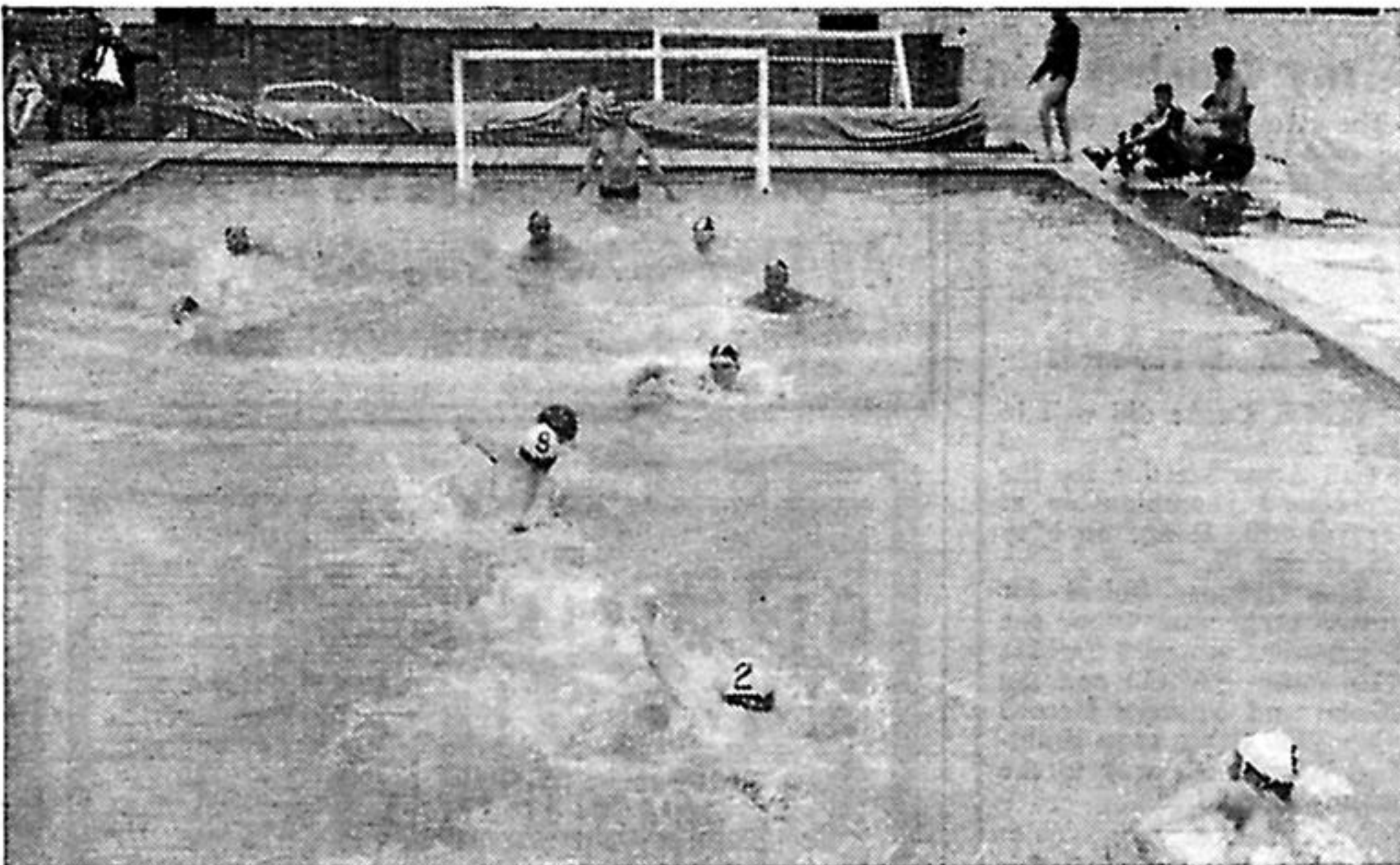
The swimming was won by H.M.S. Ganges with 86 points, the runners-up being R.M. Depot with 63 points.

The diving trophy was won by H.M.S. Fisgard. Ganges and R.M. Depot shared first place in the water polo. Fisgard was unable to enter a team for water polo, but H.M.S. Dryad very sportingly offered to take Fisgard's place.

Only one record was broken, namely the 100 yds. butterfly in 68.2 secs. by App. Clarke, competing as an independent from H.M.S. Caledonia.



ABOVE: Rear-Admiral C. K. Roberts presents the inter-station trophy to REM Haley, junior member of the winning Yeovilton team. BELOW: Arbroath on the attack against Yeovilton



Perth cup goes to Royal Navy

Representatives of the Royal Australian Navy, the Royal Canadian Navy, the Royal Navy and the Royal Malaysian Navy competed for the Perth Cup at Singapore in May.

H.M.A. Ships Parramatta and Vendetta represented the R.A.N. and H.M.C. Ships Qu'Appelle and Saskatchewan the R.C.N.

Although the Royal Navy ran out winners, winning the squash, volleyball and soccer, each Service had its moments.

The R.M.N. won the basketball and golf events, the R.C.N. winning the softball.

In spite of being runners-up in no less than four events out of the six, the R.A.N. was last. Final points: R.N., 75; R.M.N., 60; R.C.N., 55; R.A.N., 50.

The Portsmouth Command Individual Squash Tournament was won by Lieut.-Cdr. H. Rump of H.M.S. Bellerophon.

The Royal Navy Athletic team had a very fine win in a quadrangular match held at the new tartan track, Crystal Palace, on Wednesday evening, June 19.

Teams included Belgrave Harriers, Herne Hill and London Athletic Club.

Sgt. Watts RM broke his existing Navy record in the discus with a throw of 170 ft.

Ron Clarke, the international middle-distance runner, took part in this meeting winning the 800 metres in 1 min. 54 sec.

AIR COMMAND MEET

The Royal Navy six miles record, set up by PO D. McFadzean last year, was beaten on June 20, in the Air Command Athletic championships.

In great form, PO McFadzean knocked 9 sec. off his old record, completing the six miles in 30 min. 18.4 sec.

Heavy rain before and during the second day of the championships had an effect on performances, but many results were better than last year's.

Alex Valentine won the discus and hammer events. The discus distance was 109 ft. 6 in. and the hammer 161 ft. 8 in.—well short of his own 13-year-old Navy record.

As expected Peter Gabbett had a good day. He won the 100 yds. in 10.5 sec. and the 220 yds. in 22.9 sec. He also won the high jump with a height of 5 ft. 9 in.

Lambhead, from H.M.S. Condor, won the long jump with a leap of 21 ft. 1 in., and the triple jump with a distance of 42 ft. 2 1/2 in.

In the Wrens' events Wren Rimmer won the 220 yds. in 27.9 sec., the long jump with a jump of 15 ft. 7 1/2 in., and was second in the javelin event.

The men's inter-station championship was won by R.N. Air Station, Culdrose, with 89 points. Runners-up were Daedalus and Yeovilton (each 80 points), Lossiemouth (64), Brawdy (44) and Condor (32).

Culdrose Wrens also won the inter-station title with 43 points.

JUNIORS SEE GERMANY



The Scintillating Seven in Germany: Left to right: Juniors Stuart, Povey, Watts, Tourle, Elliott, Sutton and Benson

Ganges' canoeists are ready for all comers

Canoeing is somewhat of an also-ran in the Royal Navy, but in H.M.S. Ganges, where they have got beyond the paddling of the old Klepper and Tyne canoes, built for stability rather than speed or manoeuvrability, the enthusiasts have entered into the field of national long-distance canoe racing.

The teaching of capsize drill and rolling is done in the swimming pool, while the rivers Stour and Orwell are used for general training.

Often it is fairly rough in these exposed waters and this adds plenty of thrill to being out in a canoe.

VARIED CRAFT

The canoes at Ganges are varied; normal expeditions take out the stable Kleppers and Tynes, while canoe club members, once they have passed their novice test, can take out anything from a slalom canoe to an international sprint canoe.

The latter is very "tippy" and only used on calm days.

Last Easter the Ganges Canoe Club spent seven days canoeing in Germany, being based on Koblenz, with a minibus acting as support group.

The party canoed down the length of the Lahn, a tributary

of the Rhine, and covered the lower stretches of the Moselle, travelling between 15 and 30 miles each day.

The minibus met the travellers each evening at a riverside campsite.

Much fun was had shooting the smaller weirs and rapids, as well as escaping from some most ferocious swans.

Not all weirs were shot intentionally: one double got too close and was swept over sideways, but little damage was done.

RACING SUCCESSES

Ganges' entry into racing has been extremely successful. Oxford was the start, with three crews all coming well down the list.

At Leamington two more crews raced, and fifth and sixth places were obtained. At Bedford the club finally broke into the placings, coming third in the doubles only a minute behind the leaders, having paddled eight miles.

The next race was Lincoln and here Ganges almost swept the board, obtaining a first and

second in the doubles, a second in the singles and a third in the K.1 class.

NOVICE WINS

At the Royal Navy Sprint championships at Poole, Ganges had numerous successes in the novice class—those who had been racing for less than a year—winning events against adult competition.

In the Poole Harbour Circuit race a second and a third in the doubles, and a second in the singles, were obtained.

These are all national races where the Junior class stretches to 18, while the Juniors from Ganges are only 15 years old.

These successes have resulted in five Juniors from H.M.S. Ganges being selected to represent the Royal Navy in the Inter-Service championships to be held at Shepperton on July 12 and 13.

'STOCK' BOAT COMES FOURTH

Sailing a "stock" boat, the "Spirit of Cutty Sark," Lieut. J. L. R. Williams, took fourth place in the Trans-Atlantic single-handed yacht race.

Well up with the leaders throughout, Lieut. Williams, who injured an elbow just before the start but who insisted in participating, sailed a fine race.

The winner, Mr. Geoffrey Williams in the "Sir Thomas Lipton" broke the 1964 record of Lieut. Tabarly by almost 40 hours, completing the journey in 26 days, 20 hours and 32 minutes.

The second yacht to cross the finishing line was the South African ketch "Voortrekker," sailed by Mr. Bruce Dalling, just over 17 hours after the winner.

Third man home was Mr. Tom Follett in the yacht "Cheers."

Lieut. Williams was three-and-a-half days behind the "Sir Thomas Lipton," a remarkable effort considering that both the first and second boats were specially designed for the race, whereas the "Spirit of Cutty Sark" was not.

The Royal Navy congratulates Lieut. Williams on his splendid achievement.

ROYAL NAVY RECORDS BROKEN

The other stations finished Yeovilton (30 points), Brawdy (29), Lossiemouth (27), Condor (24) and Daedalus (16).

PORTSMOUTH MEETING

L. Std Bob Meadows of Victory, L. Std "Snowy" Brooks of Warrior, PO Wren Deirdre Watkinson of Excellent and Wren Brigginslaw of Victory between them managed to win no less than 12 "firsts" and six "seconds" in the Portsmouth Command athletics meeting at Portsmouth last month.

The ever-green Meadows won the mile, the three miles and the six miles. Brooks won the 220 yds., the 440 yds. hurdles and the long jump, taking second place in the 440 yds., high jump and triple jump.

PO Wren Watkinson completely dominated the Wrens' events, taking the 100 yds., the 220 yds., the 440 yds., the 80 metres hurdles and the discus, with second place in the javelin event.

Wren Brigginslaw, who won

the long jump, was second to Deirdre Watkinson in the 100 and 220 yds. Wren Blewett, taking part as an individual won the javelin event, was second in the 80 metres hurdles, and third in the 100 yards and the discus.

H.M.S. Collingwood retained the Dupree Trophy, the award for the Major Establishments, with 105 points. Victory was second with 80 points and Portland third with 42.

The Minor Establishments Trophy went to H.M.S. Warrior, thanks to the fine effort of Brooks, who scored 33 of Warrior's 38 points.

The Wrens' Trophy went to H.M.S. Excellent, with 61 points, 35 being scored by Deirdre Watkinson.

DAEDALUS WINNER

Peter Gabbett, a British international in the decathlon, in line for a place in the Olympic team, won the 120 yds. hurdles, the 440 yds. hurdles and the discus events at H.M.S. Daedalus sports.

'WE CAN WIN CUP' SAYS THE GOALIE

"Just one more season!" This is the cry heard by the Royal Navy water polo team after every Inter-Service championship.

The man, who convinces no one of its authenticity, including himself, is OEL Meeh'n Rex Camm, the Navy goalkeeper throughout the 60's.

His burning ambition is to help the Navy win the trophy that has eluded them since 1946. Each year he is convinced it will be achieved.

Rex joined the Navy at H.M.S. Collingwood in 1953 from Barnsley. He had represented at water polo the town at junior and senior level.

WEST INDIES

His first ship was H.M.S. Superb and during a tour of the West Indies Station he was a member of the Navy team in that part of the world.

In 1956 he represented H.M.S. Pembroke and the Nore Command as a "field" player, but on joining H.M.S. Sheffield he returned to the goal position and, during a commission in the Mediterranean represented the Navy.

There was a change in his polo career in 1966 when he joined up with Paddy (The Fish) Hayes and Vince Keeping in H.M.S. Victorious.

These two influenced his game tremendously and during the next year he represented the Combined Services, the Navy and a European Select side in the Far East. The Navy were the Inter-Service champions that year in Singapore.

Back in England for courses—and the Navy team for water polo—Rex Camm played hundreds of games from establishment to county level with Service teams, besides playing for Portsmouth Command.

He also "guested" on occasions for Air Command. H.M.S. Collingwood won the Command championships under his captaincy.

H.M.S. AJAX

In 1965, after another disappointing Inter-Service result, CPO Camm survived an air crash at Gann, finishing up in H.M.S. Ajax for an

SPORTSMAN OF THE MONTH



18-months foreign commission.

Ajax had a fine water polo side and were never beaten by a ship less than carrier size.

Again he represented the Combined Services and the Navy. On the occasion of Singapore's independence celebrations he played for the National team in an exhibition match.

On returning to Portsmouth he again joined up with the Portsmouth and Navy teams, both having fine performances at their respective inter-level championships.

This convinced Rex again that 1968 would be *THE* year.

This year the Navy has been involved in an international tournament in Scotland, where the Great Britain selectors were favourably impressed with Rex's performances.

According to Rex, the Navy side on this occasion was the finest he has ever played with.

He feels sure that, with just a little luck, he will be able to say in September "Just one more season," but this time as a member of the Inter-Service champions' team.

Little did RS L. Hampton of H.M.S. Gurkha think, when he was making a solo run of about 40 miles, from Rosyth, over the new Forth Road Bridge, along the south of the Firth of Forth to Kincardine Bridge and back to Rosyth, that a "Hampton Cup" would one day be a major prize for such a race.

A few days after the Queen opened the new Forth bridge, a few dockyard apprentices ran over it from South Queensferry to Rosyth.

A few weeks later RS Hampton ran the 40 or so miles in 5 hr. 32 min. He thought it would be a good course to race over and the matter came to the attention of the Civil Service Sports Association (Rosyth Area).

As a result of talks between interested athletic people, the C.S.S.A. (R.A.) organised the event, to be called "The Two Bridges Race," the first race to take place on August 24 this year.

The Welfare Committee of H.M.S. Gurkha decided to donate a cup for the event, to be named the Hampton Cup, and to be awarded for the best performance by a serving member of the Services.

This handsome trophy was handed over to the secretary of the C.S.S.A. (R.A.), Mr. W. Macpherson, on board H.M.S. Gurkha, by RS Hampton.

Long-distance runners should contact Mr. Macpherson, 50 Admiralty Road, Rosyth, for particulars and entry forms.

Cycling champion

The Royal Navy Cycling Association 10-mile T.T. and track championships were held on June 6 and 7, and were dominated by LM(E) Dingledein.

In the track championships Dingledein of H.M.S. Victory won the 1,000-metre time trial in 1 min. 22.1 sec. He was also successful in the individual pursuit in 5 min. 35.6 sec.

Dingledein was also the winner of the lap sprint, the last 220 being completed in 14.2 sec.

He was first in the three mile point-to-point and won the overall championship hand-somely.

There was a surprise in the 10-mile T.T. championship for LM(E) Dingledein was beaten into second place by Sub-Lieut. Fowler. Fowler's time was

REA Purdy. Runner-up: App. Mountain (Ganges).

Ratings' doubles.—Winners: REA Purdy and App. Rowles (Collingwood). Runners-up: CPO Phillips and PO Hamber (Collingwood).

Ratings' singles.—Winner:



Drake shooters. Back row (left to right): M. J. Bishop, Cdr. Baker, PO Gill, PO Wtr Elliott. Front row: CREL Wrenn, Cdr. Moris, Cdr. Bailey, ERA Malmshaw

Gurkha gives cup for Forth race



RS L. Hampton presenting cup to Mr. W. Macpherson, Secretary, Civil Service Sports Association, Rosyth

25 min. 13 sec. and Dingledein was seven seconds behind.

Portsmouth Command were the team champions, with Plymouth Command second and Air Command third.

Royals cricket win

The Inter-Command cricket honours this year went to the Royal Marines, who beat Plymouth Command by 29 runs and Portsmouth Command by 28 runs.

Portsmouth Command beat Naval Air Command by eight wickets and Plymouth Command beat Air by 54 runs.

Army fencing win

The Army scored a convincing win in the Inter-Service Team Fencing championships at

MORE TROPHIES FOR DRAKE

H.M.S. Drake did well in the Plymouth Command Small Arms Meeting for the Command championship at Trevol Rifle Range on May 15, 16 and 17.

The Defence Shield for team, rapid and snap, the Plymouth Command Carbine Cup (team S.M.G.) and the Naval and Military Record Cup 1900 (team snap shooting) found their way to the trophy cabinet.

Commodore P. E. I. Bailey took second place in the individual S.M.G. Med. Tech. I. Bishop was placed second in the individual revolver event. Cdr. Morris was third in 'A' individual rapid and snap, and PO Wtr Elliott came third in the 'X' individual rapid and snap.

SPORTING ROUND-UP

Gun Club is one year old

The Naval Gun Club is now one year old, self-supporting and flourishing, with regular clay pigeon shoots at Albany Farm.

Last year 100 birds were put down on the 2,000-acre game shoot near Wickham, and this year 400 will be put down.

Another release pen has been built, and the enthusiastic members who built the first one, which was a great success, will appreciate the effort made.

The game shooting last winter suffered from the club's voluntary decision to curtail shooting during December and January because of the foot and mouth outbreak.

This, however, had one good result, for the shoot was lightly shot and many more birds are now around and nesting.

VACANCIES

There are some vacancies because of drafting and new members are welcome.

Members are at present building release pens, controlling vermin, pheasant rearing, feeding and all the do-it-yourself activities of a lively and progressive club, to ensure good shooting next season.

The dinner and dance was most enjoyable. A new club tie is now on sale and is proving very popular.

THE SOUTHERN SPORTS SHOP

For all Sports Equipment, Clothing and Accessories

Orders Forwarded To All Parts

48 ELM GROVE, SOUTHSEA, HANTS

Telephone: PORTSMOUTH 20611

**READY TO GO
DELIVERED ANYWHERE
IN THE WORLD**



If you are a visitor to England a word with Rows will provide you with a new tax-free Ford. By arrangement any one of the superb Ford range can be delivered to your point of disembarkation, registered, insured and ready to go. If you leave England within twelve months you pay no British purchase tax, and we can arrange export for you. British residents taking up appointments overseas can purchase a new tax-free Ford six months before departing. We will arrange shipment to your destination.

ROWS OF CHICHESTER



MAIN DEALER

The Hornet, Chichester. Telephone: 86411

Purdy makes four trips to table

In ideal weather the Portsmouth Command tennis championships were held on June 10 and 11, the general standard being considerably higher than 1967.

The most notable achievement was that of REA Purdy of H.M.S. Collingwood who, as in 1967, proved himself to be a player to be reckoned with.

Throughout the 1968 tournament he hardly put a foot wrong, arriving at the prize table after playing 13 separate matches in two days, and the winner in all four trophies.

RESULTS

Open singles.—Winner: REA Purdy (Collingwood). Runner-up: Lieut.-Cdr. Edwards (Mercury).

Portsmouth wrens win tennis title

Some excellent tennis was seen during the Royal Naval Women's Inter-Command Tennis championships at Portsmouth on June 11 and 12.

Portsmouth won 18 of their 24 matches. Air won 13 and Plymouth five.

After the championships it was announced that Second Officer Susan Hogg had been selected to captain the Royal Naval women's team in the Inter-Service championships at Wimbledon in August.